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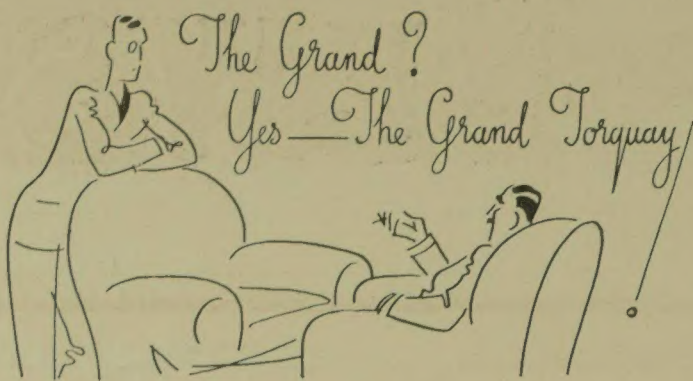
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MAN TO MAN



JAMES Hello, bon viveur! You look pleased with life!

GEORGE So would you if you'd lived like a king as I have for the last three weeks at the Grand, Torquay.

JAMES I dare say, but the terms are too high.

GEORGE The old complaint! How can you say the terms are too high if you have never sampled the place?

JAMES So what?

GEORGE Well—so come and see what you get for them. Superb food prepared by an Escoffier-trained chef. Golf, tennis and squash to justify it. A superb hotel, a superb position—right on the front and on the level and a superb climate. And in a place like the Grand there's plenty of free entertainment without going out for it.

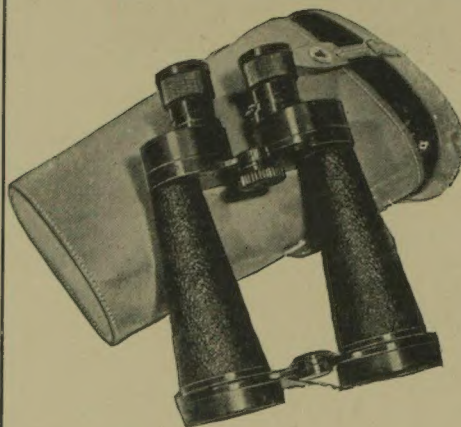
JAMES All right—it's a bet. I suppose you get a commission on this! No? Anyway, perhaps I'll come back saying the terms are too low.

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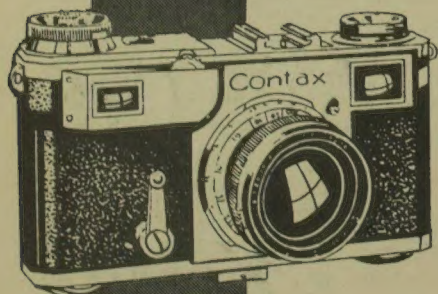
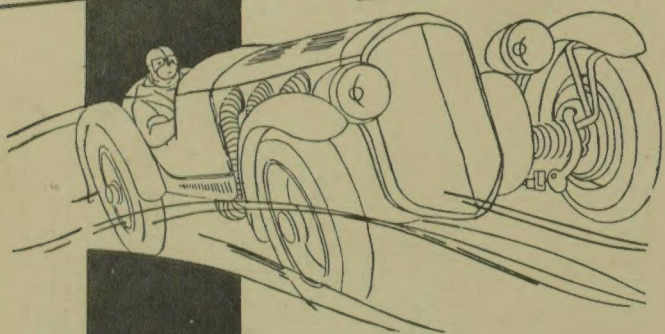
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SATURDAY, JULY 31, 1937.



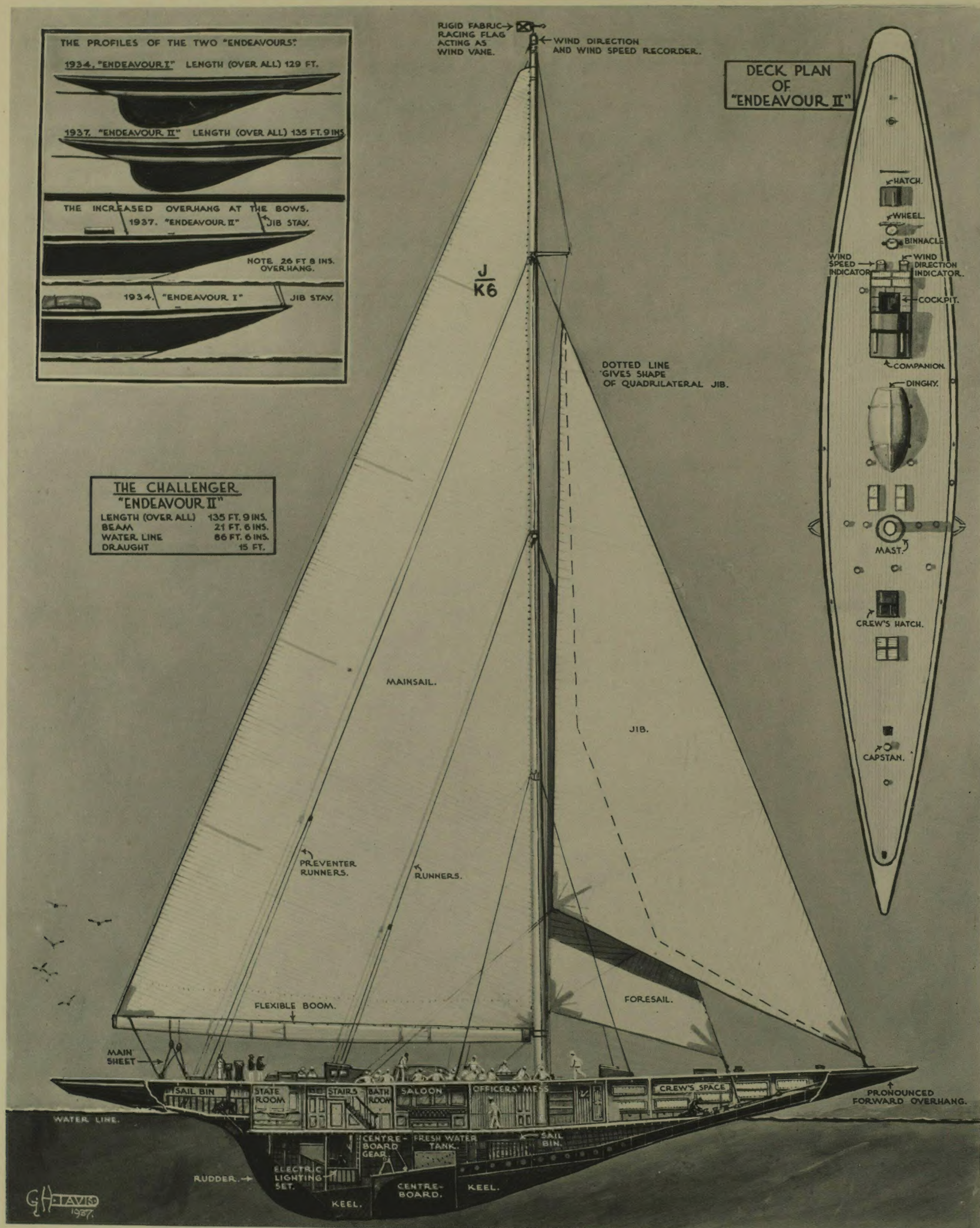
MR. T. O. M. SOPWITH AT THE WHEEL OF "ENDEAVOUR II": A PHOTOGRAPH TAKEN ABOARD THE CHALLENGER FOR THE "AMERICA'S" CUP, WHOSE FIRST RACE AGAINST "RANGER" WAS FIXED FOR TO-DAY.

The first of the races for the "America's" Cup was arranged to take place to-day, July 31. In this, the sixteenth contest for the Cup, Mr. T. O. M. Sopwith is the challenger, with his "Endeavour II.," and Mr. Harold Vanderbilt is defending the trophy in "Ranger." Mr. Sopwith met Mr. Harold Vanderbilt in 1934, and succeeded in winning the first two races, a remarkable tribute to his skill and to the perfection of "Endeavour I." Trials have proved "Endeavour II." to be an even better boat than "Endeavour I.," so that the present contest is likely to prove a

very interesting one. Mr. Sopwith is, of course, famous as a designer of aeroplanes, having founded the Sopwith Aviation Co., as long ago as 1912. He has been Chairman of the Society of British Aircraft Constructors. It is understood that Sir Ralph Gore, the well-known racing yachtsman, is sailing with Mr. Sopwith in "Endeavour II."—indeed, a most valuable coadjutor. Comparative drawings of "Ranger" and "Endeavour II." will be found elsewhere in this issue; as well as a portrait of Mr. Harold Vanderbilt, "Ranger's" helmsman.

THE "AMERICA'S" CUP CONTESTANTS COMPARED: "ENDEAVOUR II."

DRAWN BY OUR SPECIAL ARTIST, G. H. DAVIS, FROM INFORMATION SUPPLIED BY THE BUILDERS, MESSRS. CAMPER AND NICHOLSON, LTD., GOSPORT.



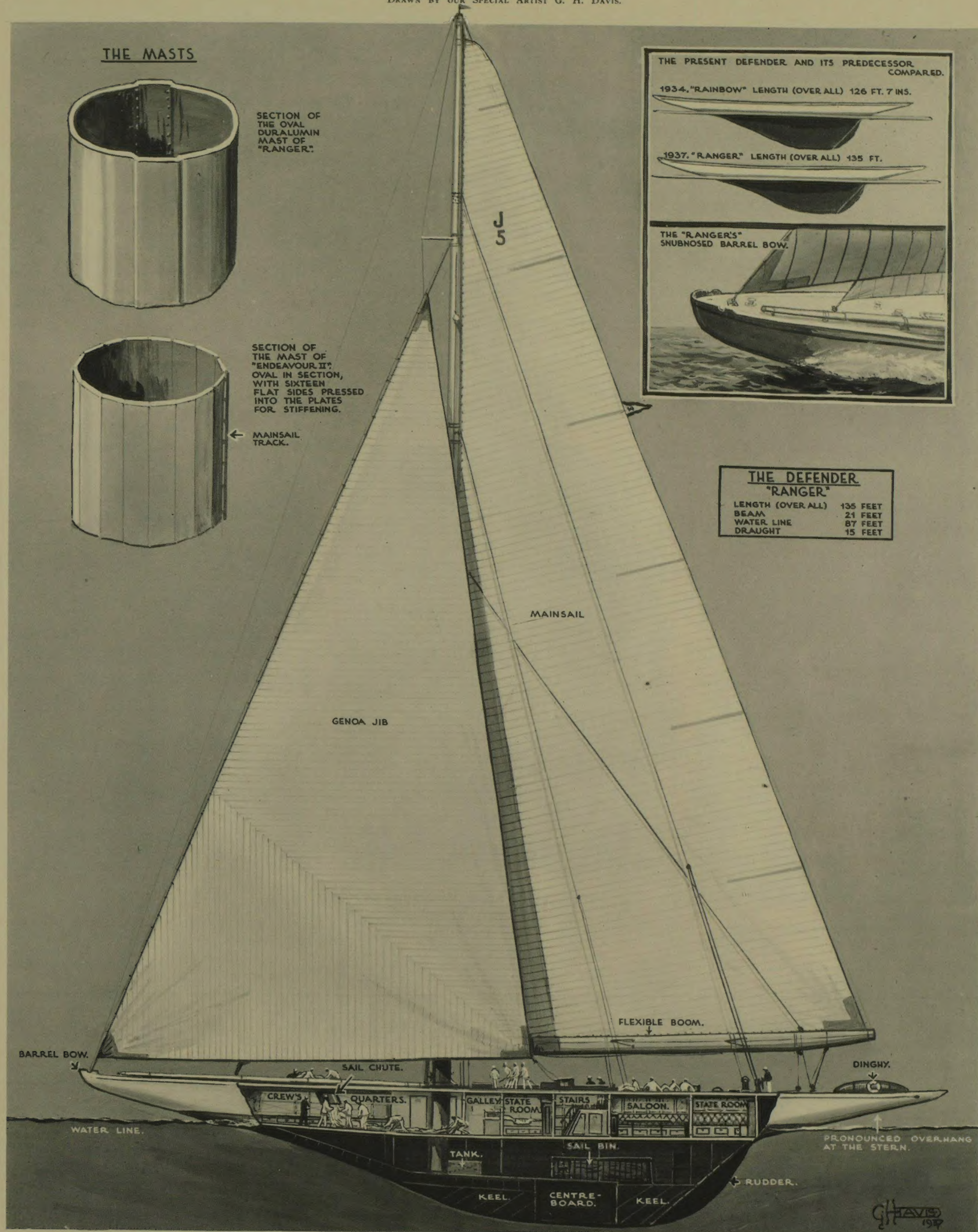
CHALLENGER IN THE "AMERICA'S" CUP RACES, WHICH WERE PLANNED TO START TO-DAY (JULY 31): A DRAWING OF "ENDEAVOUR II." ENABLING HER SAIL PLAN AND CONSTRUCTION TO BE COMPARED WITH "RANGER."

Once more Mr. T. O. M. Sopwith is testing the powers of an English yacht against the American defender in quest of the "America's" Cup. The "Endeavour II," like her rival, "Ranger," has a beautifully built steel hull, though it differs considerably in form from that of the defender. The length over all is 135 ft. 9 inches, and is remarkable for the enormous overhang at the bows, which gives her a better chance when sailing in the "long seas" of the ocean waters of America, which are entirely different in form to the short, steep waves usually encountered in home waters. "Endeavour II," it will be observed, is longer than the last challenger and her mast from deck to masthead is slightly taller. The wind-direction and windspeed recording devices introduced in "Endeavour I." are retained and improved, and, in addition, she is fitted with water-speed indicators to port and starboard. Internally the yacht is beauti-

fully fitted up with permanent fixtures, including an owner's state-room now placed aft, a saloon, and large quarters forward for the crew. In addition she carries a generating set for providing electric light, and so on. Another feature consists of specially designed winches for handling her enormous spread of canvas, and she has special strain gauges on the backstays to indicate the stress when setting up by winches. "Endeavour II." was designed by Mr. Charles Nicholson, of Messrs. Camper and Nicholson, Ltd., the builders who have in the past produced so many challengers. Like her rival, she has a flexible boom. She is, without doubt, the finest "J" class racing yacht built in this country; but in "Ranger" she has a worthy rival, sailed by Mr. Vanderbilt—an undisputed master of his craft. A photograph of Mr. Sopwith at the wheel of "Endeavour II." appears on our front page.

THE "AMERICA'S" CUP CONTESTANTS COMPARED: THE "RANGER."

DRAWN BY OUR SPECIAL ARTIST G. H. DAVIS.



THE AMERICAN DEFENDER OF THE "AMERICA'S" CUP: MR. HAROLD VANDERBILT'S "RANGER"; AND (ABOVE) A COMPARISON OF THE MASTS OF "RANGER" AND "ENDEAVOUR II."; AND DETAILS OF "RANGER'S" BARREL BOW.

Mr. Harold S. Vanderbilt's new vessel, "Ranger," was built at the Bath Iron Works from the designs of W. Starling Burgess in collaboration with Sparkman and Stephens. A novel feature is her "snub nose," the bow overhang being cut off and the stem-head rounded into what is known as a barrel bow. It certainly detracts from the appearance of the boat, but it saves some weight, and gives better deck space forward to work on. There is also a very pronounced overhang aft, and at the stern the deck is flared out to increase the working space. Like her rival, the "Ranger" is of steel construction and both yachts have oval masts. The Americans have kept to the enormously expensive duralumin mast, such as was used in the "Rainbow." In "Ranger" the mast is about 165 feet in height and 22 inches in fore and aft section at the deck level. The "Endeavour II." has quite a new type of mast, which,

as will be seen from our illustration, is a sixteen-sided oval. The "Ranger's" sail plan shows a larger fore-triangle than is customary and a correspondingly narrower mainsail. She is shown here with her huge Genoa jib in use. Our illustration gives an approximate idea of her internal arrangements. A new feature is the sail chute of light metal running from a small hatch in the forward deck down to the centre of the crew's quarters, so that the head-sails can be lowered into this chute when taken down, or "snaked" up when being set, without the necessity of taking them on deck. From the end of the chute the sail can be taken and made up below in the dry, and out of the wind, as there are doors in the bulkheads which, when open, give a clear space fore and aft the full length of the 'tween decks. Both yachts are provided with centre-boards which are lowered when sailing to windward in a hard breeze.



By ARTHUR BRYANT.

PALESTINE, China, and even Spain are fortunately a long way away. However much statesmen may insist on the perils of strife in these unhappy lands, we contrive to take their troubles very philosophically. Wangping is only a name to most of us, and so is Brunete. But a threat to Gilbert White's Selborne is another matter. It touches every lover of England. A week or two ago Lord Selborne, in a letter to *The Times*, called attention to a proposal of the Alton Joint Planning Committee both to build a by-pass road round Selborne village, thus cutting it off from its famous Hanger, and to widen and straighten the deep, "hollow" lanes which are so beautiful a feature of the neighbourhood. There appears to be no real necessity for the project, for Selborne is not on any important thoroughfare. But the plan has been officially formulated and adopted by the local authority, and the public has been notified that any objection to the scheme must be sent in writing to a personage of power called the Planning Officer by the end of the month.

The separation of Selborne from its Hanger must deprive the village of its essential character, and the destruction of the lanes takes from the Hampshire scene something that can never be replaced. Before such desecration is accepted as necessary, there ought to be some over-riding reason for it. In this case, as in so many others to-day, there seems to be very little. The local transport system would be improved, certainly, but a tiny gain to the local community on the roundabouts would be offset by an immeasurable loss on the swings. The blame does not lie with the Alton Town Planning Committee, which is merely attempting, as Lord Wolmer has justly pointed out, to discharge functions imposed upon it by Parliament. It is the fault of a system which has arisen on the ruins of our older and more personal system of local government and which might be described as administration in blinkers. The trouble is that, in the complicated and extensive organisation of the modern world, the task of our multitudinous public authorities has become so specialised that all sense of proportion has been lost. Each authority has its own particular object to further, regardless of the consideration of all others, and its own statutory hobby-horse to ride. The result is often Gilbertian. A Highway Authority will order the destruction of some national possession, which is at once a thing of beauty and an educative force, for the sake of adding a few miles per hour to the speed of passing traffic. The greater consideration never so much as enters into its deliberations, for it is not the business of a transport authority to consider anything but the needs of transport. And, as we learn almost daily, the powers of such authorities are very great, and the likelihood of its being anybody's business to say them nay, when their zeal for their own particular interests causes them to injure those of others, very slight. Only the existence of a few public-spirited citizens of leisure, and of such

an independent organ of national opinion as *The Times* in which to voice their views, affords any real check to the excessive zeal of the specialist in office.

In the present instance, however, the Alton Joint Planning Committee is not without a claim on the gratitude of the public. Its threat to White's Selborne is not immediate, and thanks to Lord Selborne's action may even, by the time these words appear, have been

known how to keep himself innocently and usefully employed; especially where his studies tend to the advancement of knowledge, and the benefit of Society. And happy would it be for many more men of fortune if they knew what to do with their time; if they knew how to shun 'The pains and penalties of Idleness,' how much dissipation, riot, and excess would they escape; not without the complacency of finding themselves growing still better neighbours and better commonwealths-men?"

In pursuit of "natural knowledge," Gilbert White passed his days to the permanent enrichment, not of himself alone, but of mankind. He found eternity in a grain of sand—in the minute and never-ceasing observation of the beasts, birds, and plants of his native place. They repass before our eyes as we read and re-read his quiet pages like a pageant—the water rats on the banks of "our little stream," the bats that drank on the wing, like swallows, sipping the surface of the waters as they skimmed over pools and streams, the snakes that laid eggs every summer in his melon-beds, the large, black, warty lizard, with a fin tail and yellow belly, that was drawn out of his well. The catalogue of these never-failing and perennial sources of an observant man's delight is inexhaustible. "The parish I live in," he writes, "is a very abrupt, uneven country, full of hills and woods, and therefore full of birds." Most Englishmen who live in the country could say much the same, and, if they only realised it, turn the fact, as White did, to their eternal gain. Who that has read it can ever forget his description of the yellow willow-wren, that "haunts the tops of trees in high beechen woods, and makes a sibulous grasshopper-like noise, now and then at short intervals, shivering a little with its wings when it sings." Or of the *caprimulgus* (goat-sucker) that chatters as it flies but best loves to utter its jarring note sitting on a bough, with its under mandible quivering and its head lower than its tail; so punctual was it with its song at the close of day, "that I have known it strike up more than once or twice just at the report of the Portsmouth evening gun, which we can hear when the weather is still."

Dear Gilbert White! With you—

While deep'ning shades obscure the face of day,
To yonder bench leaf-shelter'd let us stray,
'Till blended objects fail the swimming sight,
And all the fading landscape sinks in night;
To hear the drowsy dor come brushing by
With buzzing wing, or the shrill cricket cry. . . .

If by any ill chance the Alton Joint Planning Committee gets its way, present dwellers at Selborne will not be able to emulate him. For the village and its Hanger will be given over to other sounds and scenes—those of any main road in any petrolised, Americanised country in the world. Perhaps it is idle to protest, for, as Gilbert White himself put it, "amid the din and clamour of party Rage, the still small voice of Philosophy will, I fear, be little attended to."



DEFENDING THE "AMERICA'S" CUP WITH HIS YACHT "RANGER": MR. HAROLD VANDERBILT, WHO IS GENERALLY RECOGNISED TO BE THE FINEST BIG-YACHT HELMSMAN IN THE UNITED STATES.

Mr. Harold Vanderbilt is defending the "America's" Cup with his yacht "Ranger," against the challenger, "Endeavour II.," owned by Mr. T. O. M. Sopwith, in a series of races the first of which was arranged to take place to-day, July 31. Mr. Vanderbilt is a member of the New York Yacht Club, which has had the keeping of the Cup since 1851, and is considered to be the finest big-yacht helmsman in the United States. Both owners will steer their own boats. In 1930 Mr. Vanderbilt's Syndicate defeated Sir Thomas Lipton's challenger, "Shamrock V.," with "Enterprise"; and, in 1934, they were successful with "Rainbow," against Mr. Sopwith's "Endeavour I."—[From the Portrait by Michel Werboff.]

removed. And it has sent all of us who know it, and some perhaps who did not know it before, back to the pages of one of the most delightful books ever written. For White's *Natural History of Selborne*, rightly read, is one of those works that increase the sum total of human happiness. It shows a man how he may live a life of contentment, though it be of little worldly wealth, in his own neighbourhood. He need not rush wildly about from place to place; there is work and pleasure enough at his own door. "All nature is so full that that district produces the greatest variety which is the most examined." So Gilbert White, spending his peaceful and uneventful life in the parish of his birth, found. "Happy the man," he told a correspondent engaged in similar pursuits, "who

THE SINO-JAPANESE CLASH NEAR PEKING: REVELATORY PHOTOGRAPHS TAKEN DURING A VERY SERIOUS CRISIS.



EVIDENCE OF TENSION FOLLOWING THE SANGUINARY CLASHES BETWEEN JAPANESE AND CHINESE TROOPS IN NORTH CHINA: CHINESE SANDBAG DEFENCES AT THE GATE OF A WALLED TOWN.



A SCENE OF ENCOUNTERS BETWEEN CHINESE AND JAPANESE: THE WALLED TOWN OF YUANPING, NEAR THE MARCO POLO BRIDGE.



A CHINESE MILITIAMAN, COMING OUT OF A TOWN WITH A WHITE FLAG FOR A PARLEY, OBLIGINGLY HALTS WHILE PHOTOGRAPHS ARE TAKEN.



NEGOTIATIONS BEGIN BETWEEN CHINESE AND JAPANESE: AN OFFICER LOWERED OVER THE WALLS OF YUANPING TO MEET JAPANESE REPRESENTATIVES.



CHINESE AND JAPANESE TRUCE COMMISSIONERS: MR. LIN KENG YU (HOPEI-CHAHAR POLITICAL COUNCIL) AND CAPTAIN TERADAIRA ARRIVE AT YUANPING.



CHINESE TROOPS BUILDING FORTIFICATIONS ON THE RIGHT BANK OF THE YUNGTING RIVER, WHICH SERVED AS A BOUNDARY BETWEEN THEM AND THE JAPANESE.



WITH THE JAPANESE FORCES INVOLVED IN THE LUKOUCHIAO INCIDENT: A SCENE AT A FIELD HEADQUARTERS.

A grave situation arose in North China following an incident near Peking which resulted in Chinese and Japanese troops firing on one another. For some time it looked as though war could scarcely be averted, and, as we write, the situation still appears to be grave. The conflict began when Japanese troops were at manoeuvres in the neighbourhood of Lukouchiao and the Marco Polo bridge, west of Peking. The Chinese troops round Lukouchiao seem to have got the impression that the exercises were becoming rather too realistic. A sham attack on the Marco Polo Bridge by the Japanese was taken for a real one. Another account of the clash

states that fighting broke out when Japanese troops attempted to enter Yuanping, on the pretext of searching for a missing Japanese soldier. Firing soon became continuous, and, later, the Japanese shelled Lukouchiao. The Chinese troops were composed of men of the 29th Route Army—a unit which resisted Japanese attacks in Shanghai some years ago. The casualty list subsequently issued by the Japanese gave three officers and seven soldiers killed and a number of wounded. Most of the injuries, it was stated, were sword cuts received in hand-to-hand fighting. Subsequently fighting broke out again; and there appear to have been heavy casualties among the Chinese.

"SEA POWER" EXHIBITED: FAMOUS SAILING-SHIPS AND RESCUE WORK.



"U.S. FRIGATES, 'CONSTITUTION,' 'PRESIDENT' AND 'ESSEX.'"—BY LT.-COL. HAROLD WYLLIE, O.B.E.: "OLD IRONSIDES," ONE OF THE FIRST AMERICAN NAVAL VESSELS, AND TWO OF HER CONTEMPORARIES DURING THE WAR WITH GREAT BRITAIN IN 1812.

THE "Sea Power" Exhibition at the New Burlington Galleries (July 28-August 21) is unique in that no collection of contemporary marine paintings, all of them by eminent living artists, has hitherto been so fully comprehensive, embracing as it does all phases of Sea Power—Naval ships and Naval life of all periods: the Merchant Navy;

[Continued below on right.]



"S.O.S. THE HEROES OF THE NORTH SEA."—BY J. H. VAN MASTENBROEK: A DRAMATIC TRIBUTE TO THE SERVICE WHICH IS ALWAYS READY TO BE CALLED UPON TO RESCUE THE SEAMAN IN DISTRESS.



"BRITANNIA."—BY NORMAN WILKINSON, P.R.I.: KING GEORGE V.'S INCOMPARABLE "J" CLASS YACHT RACING IN THE SOLENT—A FAMILIAR SIGHT DURING HER LONG AND SUCCESSFUL CAREER, WHICH CLOSED WHEN SHE WAS SUNK AT SEA IN 1936.

[Continued.]

concerned to organise the present Exhibition in London. Of the ships depicted on this page many were famous for their exploits at sea; among them the U.S. frigate "Constitution," which was nicknamed "Old Ironsides" and proved the victor in an engagement with the British frigate "Guerrière" in 1812. This vessel was



"'VICTORY' AND 'QUEEN CHARLOTTE.'"—BY LT.-COL. HAROLD WYLLIE, O.B.E.: NELSON'S FAMOUS FLAGSHIP DEPICTED WITH THE VESSEL WHICH WAS LORD HOWE'S FLAGSHIP AT THE BATTLE OF "THE GLORIOUS FIRST OF JUNE."



"DEAL LUGGERS."—BY FRANK H. MASON, R.I.: THE MOST FAMOUS TYPE OF OPEN BOAT BUILT IN THIS COUNTRY, THE LAST OF WHICH WAS BROKEN UP IN 1926.
Copyright, "Blue Peter" Magazine.

Naval portraits and Naval harbours and Mercantile Ports within the Empire. Half the admission proceeds to the Exhibition are to be allocated to "King George's Fund for Sailors." Although we owe so much to the sea, no Maritime Art Society has ever existed in this country, and it was not until 1935 that what is believed to be the first Maritime Art Exhibition of importance was held here. Under the title of "Ships and the Sea," it was opened at Eastbourne by Admiral Sir Howard Kelly, and it is still touring the country as we write. In 1936 there followed a second Exhibition, "The Navy in Peace and War"; this time at the instance of the Admiralty Navy Week Committee. Both of these Exhibitions were held in the provinces, but the interest shown in them has encouraged some of those

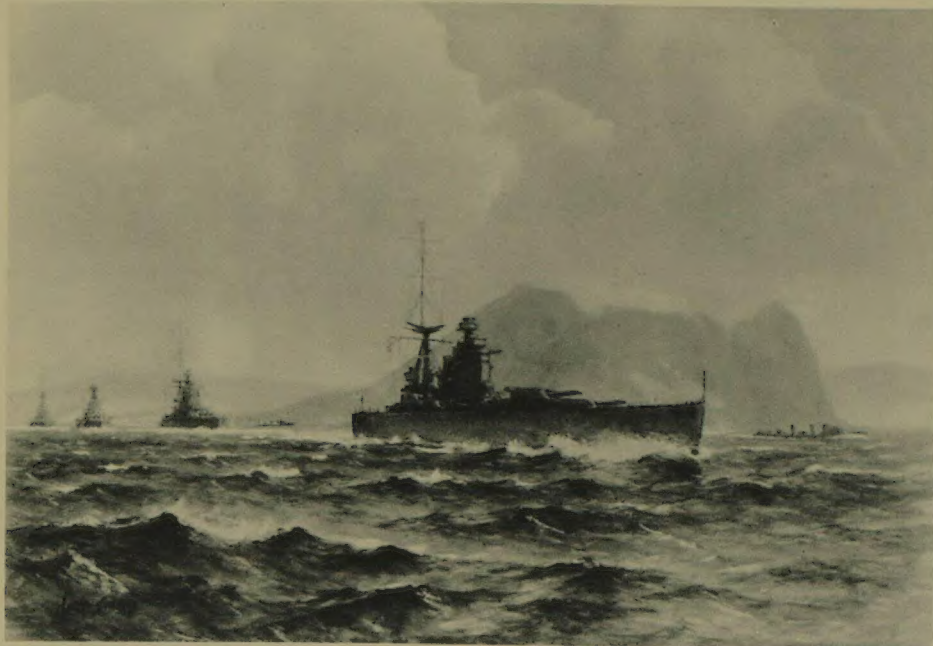
[Continued below on left.]



"SAILING OF THE SOVEREIGN OF THE SEAS, 1637."—BY BERNARD GRIBBLE, R.B.C.: A WARSHIP OF THE EARLY STUART PERIOD (BUILT BY PETER PETT) LEAVING PORT WITH A FAIR WIND.

reconstructed for the fourth time in 1927. The "Sovereign of the Seas" was a triumph of the craft of the Petts who had been building ships for the Kings of England since the time of Edward VI. She was built by Peter under the supervision of his father, Phineas. A portrait of the builder is in the National Maritime Museum.

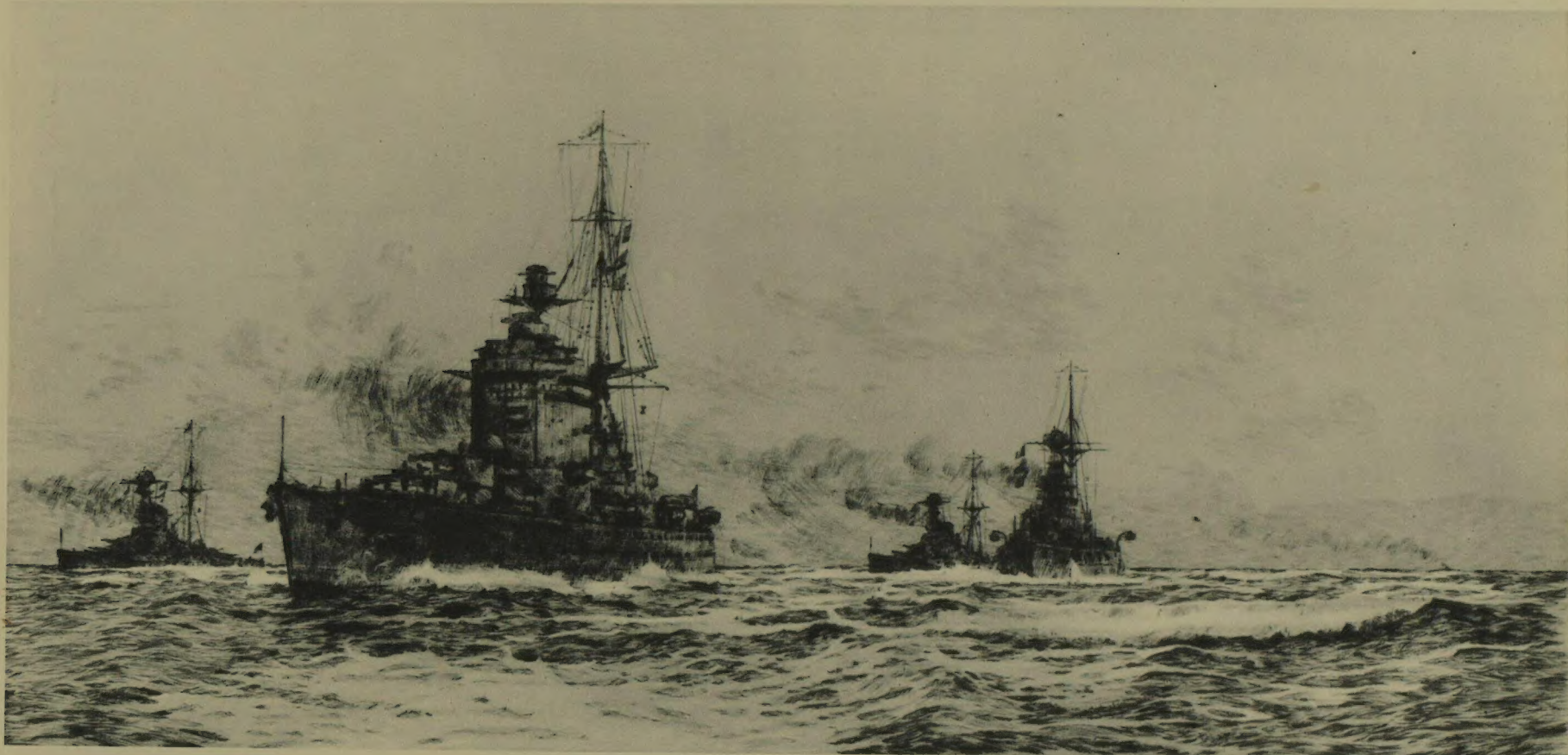
"SEA POWER" EXHIBITED: NAVAL DUTIES AND MODERN WARSHIPS.



"BATTLE SQUADRON OUT FOR EXERCISES OFF GIBRALTAR"—BY HELY SMITH, R.B.A.: A PICTURE GIVEN ADDITIONAL INTEREST BY THE RECENT SUGGESTION THAT THE ROCK WAS DOMINATED BY SPANISH HEAVY GUNS.



"H.M.S. 'SOUTHAMPTON'"—BY HELY SMITH, R.B.A.: ONE OF THE LATEST TYPE OF BRITISH CRUISER, A SHIP VISITED BY H.M. THE KING DURING THE CORONATION REVIEW AT SPITHEAD ON MAY 20.



"'NELSON' AND THE ATLANTIC FLEET AT SEA"—BY LT.-COMMANDER ROWLAND LANGMAID, R.N.: THE FLAGSHIP OF THE HOME FLEET, ONE OF OUR TWO POST-WAR BATTLESHIPS, CARRYING OUT MANŒUVRES WITH THE 2ND BATTLE SQUADRON.



"THE WATCH ON THE SPANISH MAIN"—BY ARTHUR J. W. BURGESS, R.I., R.O.I.: A DESTROYER PATROLLING TO PROTECT OUR MERCHANT SHIPPING ON THE HIGH SEAS.

Among the pictures shown at the "Sea Power" Exhibition at the New Burlington Galleries are several which are of topical interest. Recent reports that General Franco had mounted on the coast between Algeiras and Tarifa batteries which would render the naval harbour at Gibraltar useless caused considerable comment, a fact that gives additional point to "Battle Squadron Out for Exercises off Gibraltar." Destroyers have frequently been in the news during the Spanish war while protecting



"THE SEVENTH VIAL"—BY WILLIAM MCDOWELL: AN AIRCRAFT-CARRIER OF THE "COURAGEOUS" CLASS WITH AN AEROPLANE TAKING-OFF AND ATTENDANT DESTROYERS.

our shipping on the high seas—duties typified by "The Watch on the Spanish Main." One of our latest cruisers, H.M.S. "Southampton," and one of our only two post-war battleships, the "Nelson," are also depicted on "their lawful occasions." "The Seventh Vial" (a reference to the vial, in Revelation, which was poured out into the air to inflict punishment) shows an aircraft-carrier with her aeroplanes taking off on their mission—a scene reminiscent of the recent Coast Defence Exercise.



THE WORLD OF SCIENCE.



PIGEONS AND PLOVERS.

By W. P. PYCRAFT, F.Z.S., Author of "Camouflage in Nature," "The Courtship of Animals," "Random Gleanings from Nature's Fields," etc.

THAT the pigeon-tribe and the plover-tribe have descended from a common stock may seem surprising to those who have never had occasion to consider such possible relationships. For the differences



1. RESEMBLING A GAMECOCK, WITH THE LONG HACKLES OF THE NECK: THE NICOBAR-PIGEON (*Calenas*), ONE OF THE MOST BEAUTIFUL OF THESE BIRDS, WHOSE GENERAL COLORATION IS A RICH DARK BRONZE WITH A SHEEN AS OF BURNISHED METAL, WHILE THE TAIL IS WHITE.

Photograph by D. Seth-Smith.

between a wood-pigeon and a woodcock, or a dove and a dotterel, are so considerable as to make ties of blood seem incredible. It must be remembered, however, that we see to-day the cumulative effects of slow divergence during tens of thousands of years.

For our evidence we have to turn to that brought together by a careful survey of the underlying characters in each of the two groups—the skeletal and muscular systems, and the alimentary canal, for example. These place us in possession of the fundamental evidence. Let me assume that this is accepted, and pass on to survey some of the more important and more interesting aspects which are brought to light when we come to survey the divergences which have followed since the two stocks began to break away, following each its own inherent tendencies and responses to the mode of life induced by the formation of new habits.

The plover-tribe—which includes the gulls—lay large eggs, conspicuous for the "protective coloration" of their shells. Now the special feature of large eggs—in proportion to the size of the bird—is that they contain a generous supply of "food-yolk" for the development of the growing embryo. As a result, the young emerge with a thick covering of down, also "protectively coloured," and able to run about within an hour or so of hatching. The pigeons, on the other hand, lay eggs with a relatively small amount of food-yolk. And so it has come about that the young are, so to speak, prematurely hatched, emerging into the world practically naked and helpless, and have to be fed by the parents. The downy covering never amounts to more than hair-like filaments exposing the skin. And these eggs, deposited with a few exceptions in a nest placed in a tree, are always white. Here, then, apart from the deeper-seated, anatomical characters, we have the essential differences between the plover-tribe and the pigeon-tribe to-day.

The white shell of the pigeon's egg, it is commonly held, is really a "protective coloration," since when seen from the ground against the sky, through the flimsy bottom of the nest, they are practically invisible, while they are concealed from above by the overhanging foliage. This interpretation, however, is not quite a convincing one. It is to be remembered that most birds which lay white eggs place their nests in holes, either in trees or in burrows, and here the whiteness of the shell is all-important, since it enables

the sitting bird to see her eggs at the bottom of a hole or the end of a tunnel, and thus avoid breaking them when she returns to "brood." The rock-dove builds in caves, where there is no more than a "dim, religious light," and it may well be that, ages ago, a similar shelter for the eggs was sought by the species now nesting in trees.

What led to the now almost universal habit to-day of building the nest in a tree, or, as in some species, in an open nest on the ground, is still an unsolved problem. While the nascent plover-tribe developed into birds of the moor and marsh and seashore, feeding on worms, small crustacea, insects and molluscs, the incipient pigeons became essentially tree-dwellers, and vegetarians, numbering to-day more than 450 species.

Though found all over the world, the greatest number of species are inhabitants of the islands of the Indo-Pacific Ocean and Australia. Essentially, as I have said, tree-dwellers, some (where an abundance of food was to be had at all seasons of the year on the ground) lost all inducement to take prolonged flights, and became more or less entirely ground-dwellers. The extinct dodo and the solitaire are extreme examples of the results of this mode of life, for herein the wings degenerated until they were reduced to the condition of vestiges. And

the very striking appearance which this bird presents. In the Nicobar Islands they are said to swarm in thousands, making their way in the early morning in flocks to other islands of the group, promising, perhaps, a change of food. Their geographical range extends eastwards through the Malay Archipelago to the Solomon Islands.

Another of these resplendent types is furnished by the largest of living pigeons, the gouras, or crowned-pigeons. In all, there are seven species. They differ but little in appearance, the general coloration being of a delicate bluish-slate hue, and all having the head surmounted by a great upstanding crest of loosely-constructed feathers, those of the Victorian and Beccari's crowned-pigeons having spatulate tips.

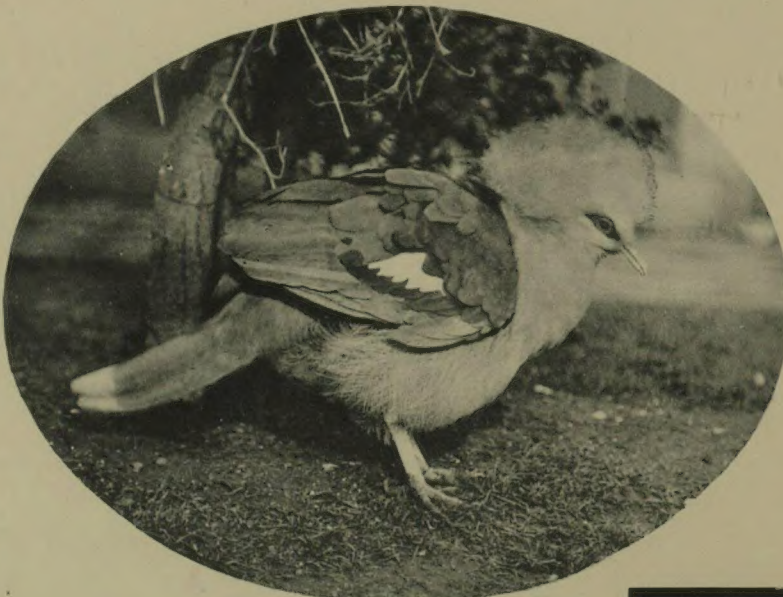
Sexual distinctions in the matter of coloration or ornament among the pigeons are generally very slight, but there are marked exceptions to this rule. In the orange fruit-pigeon (*Chrysænas victor*) of the Fiji Islands, for example, the male is of a flaming orange colour, while the female is of a rich green, with a yellowish head. The four species of the nearly-related genus *Alectranas* of Madagascar display brightly-coloured wattles at the base of the beak, and a plumage which is mostly blue.

Since it is among the "fruit-pigeons" that we find the most vividly-coloured species, it might seem that the inciting stimulus to the production of bright colours was inherent in the fruit. But the "nutmeg-pigeons," of which there are four species, do not lend support to this suggestion, for they are not very strikingly coloured. But the white nutmeg-pigeon of the Philippines, Malay Archipelago and Nicobars is really beautiful in a plumage of creamy-white, with black wing-quills.

As an illustration of the development of two very different types from a common stock, it would not be easy to find a better than this furnished by the plover-tribe and the pigeon-tribe. But each of these stocks includes hundreds of species breeding true to their type.

Now why, of nearly 500 species of pigeon, has only one proved amenable to domestication—the rock-dove? It has proved a surprisingly malleable species, as witness the large number of distinct breeds which pigeon-fanciers have brought into being. Some, like the pouter, fantail, and barb, have no parallel among wild species. That all have been derived from the rock-dove is shown by the fact that, left to themselves, they revert to the parent type!

It is true that the aviculturist has succeeded in breeding several different species of wild pigeon, but success in this is rare. How long a time was taken in developing the rock-dove into a domesticated race we shall never know.



2. POSSESSING A LARGE CREST OF LOOSELY CONSTRUCTED FEATHERS AND HAVING A GENERAL COLORATION OF A DELICATE FRENCH GREY: THE GREAT CROWNED-PIGEON (*GOURA CORONATA*) OF NEW GUINEA, ONE OF SEVERAL SPECIES OF CROWNED-PIGEONS—THE LARGEST LIVING MEMBERS OF THEIR TRIBE.

Photograph by D. Seth-Smith.

there are several species living to-day which are in danger of sharing a like fate. Such, for example, as the didunculus and the crowned-pigeons, wherein the legs are relatively much longer than in the tree-dwellers.

When we come to compare the plover-tribe on the one hand with the pigeon-tribe on the other, we find very strong contrasts in the matter of their plumage. Among the plover-tribe a seasonal change is common, a resplendent "breeding-dress" alternating with a relatively dull "winter-dress." Among the pigeons there is no such change, and some are conspicuously beautiful.

Foremost among these stand the Nicobar-pigeon (*Calenas*) (Fig. 1), of a dark metallic green colour, with copper-coloured reflections, contrasting with a white tail. The curious black wattle at the base of the beak and the long hackles of the neck, like those of a gamecock, add materially to

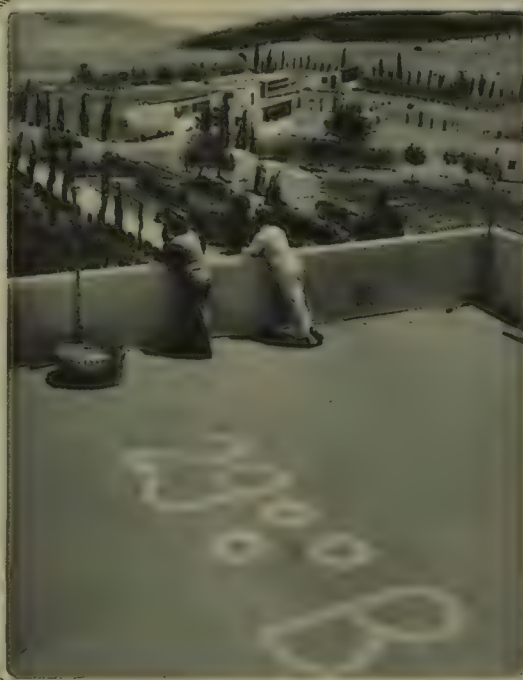


3. LIKE BECCARI'S GROUND-PIGEON, STANDING APART FROM THE REST IN HAVING "SPATULATE" OR FAN-SHAPED TIPS TO THE CREST-FEATHERS: THE VICTORIA CROWNED-PIGEON (*GOURA VICTORIAE*).—[Photograph by D. Seth-Smith.]

VIGILANCE IN DISTURBED PALESTINE: ENSURING PROTECTION AGAINST THE GUNMAN'S BULLET AND THE RIOTER'S BRICKBAT.



GUARDING AGAINST OUTBREAKS OF LAWLESSNESS AND VIOLENCE IN PALESTINE: BUILDING AN OBSERVATION TOWER IN A JEWISH COLONY.



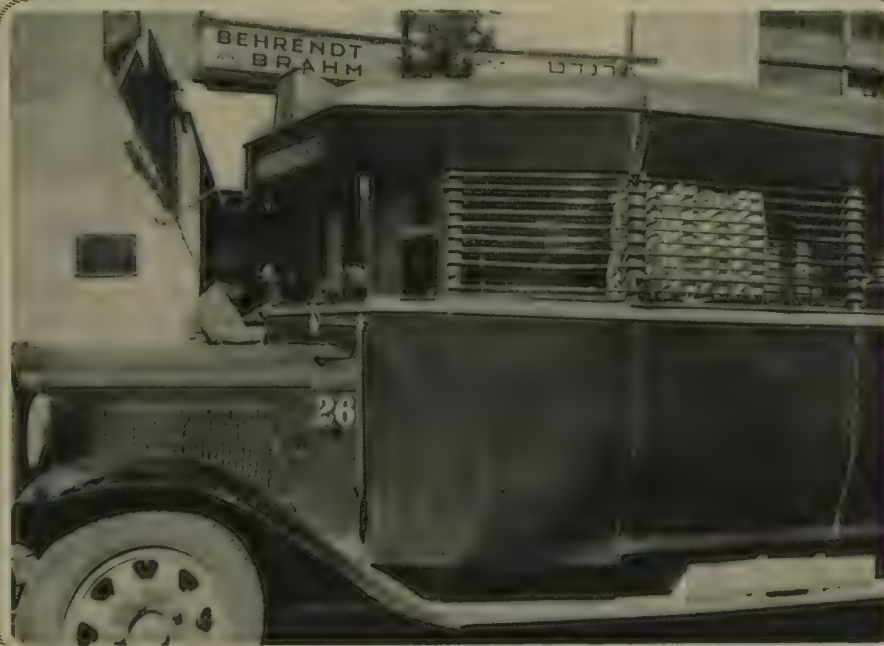
CIVIL CO-OPERATION WITH AERIAL POLICE WORK: DISTINGUISHING MARKS FOR AEROPLANES ON THE ROOF OF A HOUSE.



DEFENCE AGAINST MARAUDERS AND SNIPERS: A HOUSE AT RAMAT RACHEL, WITH SANDBAGGED PARAPET AND METAL SHUTTERS.



PROTECTION FOR TRAVELLERS ON THE HIGH ROAD: A COUNTRY BUS WITH WINDOWS GUARDED BY A WIRE GRILLE AGAINST POSSIBLE RIOTS AND STONE-THROWING.



AN EXAMPLE OF THE PRECAUTIONS IN JERUSALEM: A BUS WITH BARRED WINDOWS FOR PROTECTION FROM STREET VIOLENCE.



MAKING THE WALLS OF A SETTLEMENT BULLET-PROOF: FILLING THE SPACE BETWEEN PLANK PARTITIONS WITH SMALL STONES.



THE WATCH IN THE OPEN FIELDS: A SANDBAGGED LOOK-OUT, WHERE CHILDREN HELP TO DETECT THE APPROACH OF POSSIBLE GUNMEN.

We illustrate here some of the precautions that have been found necessary in Palestine owing to the unsettled political conditions. Some of them are undertaken in co-operation with the authorities, and others, apparently, on the initiative of the individual settlements. The Report of the Palestine Royal Commission abounds in references to the disturbed state of the country. Of Arab nationalism, the Report says: it "is in close contact with nationalism in neighbouring countries. An ugly feature of it is the growth of 'terrorism.' Arabs who do not prove

their loyalty to the national cause are in danger of intimidation by gunmen." The Report refers several times to the importance of disarming the population. It also notes that: "There is good reason to suspect that, like the Arabs, the Jews possess a large number of illicit arms. . . . Though it is only on rare occasions that any Jew has resorted to the use of unauthorised firearms, we are informed that, in round numbers, the Jews could place 'in the field 10,000 combatants, trained and armed, with a second line of 40,000."

THE QUEEN WITH HER OWN REGIMENT—THE BAYS.



IN THE FORMER STABLES; NOW USED AS GARAGES FOR LIGHT TANKS AND FOR MECHANISED VEHICLES: TROOPERS OF THE QUEEN'S BAYS PREPARING FOR INSPECTION BY THEIR COLONEL-IN-CHIEF, H.M. THE QUEEN.



WITH THE CREW (WEARING SPURS) PARADED IN FRONT: THE INTERIOR OF A LIGHT TANK INTERESTS THE QUEEN, COLONEL-IN-CHIEF, DURING HER INFORMAL INSPECTION OF THE QUEEN'S BAYS AT ALDERSHOT.



PASSING DOWN THE LINES OF MECHANISED VEHICLES AND TANKS WITH WHICH THIS 250-YEARS-OLD CAVALRY REGIMENT IS NOW EQUIPPED: H.M. THE QUEEN DURING HER VISIT TO THE BAYS.

On July 24, H.M. the Queen motored from Windsor to Willems Barracks, Aldershot, to carry out an informal inspection of The Queen's Bays (2nd Dragoon Guards), of which regiment she is Colonel-in-Chief. This famous two-hundred-and-fifty-years-old cavalry regiment is now mechanised and equipped with light tanks and troop-carrying trucks, which are garaged in the old stables; but on ceremonial parade the troopers still wear spurs. This was her Majesty's first visit; and she was welcomed by General Sir Francis Gathorne-Hardy, General Officer Commanding-in-Chief, Aldershot Command, Lieut.-General Sir A. E. Wentworth Harman, Colonel of The Bays, and Lieut.-Colonel E. D. Fanshawe, commanding the regiment. The Queen saw the Regimental War Memorial near the guard-room and then visited the mechanical instruction rooms, barrack-rooms, dining-rooms, and kitchens, besides displaying the greatest interest in the mechanised vehicles. Finally her Majesty toured the married quarters, where she spoke to several women, and saw a new type of building being constructed with greatly improved accommodation. The Queen left after taking tea in the officers' mess.

FIRE BRIGADE VISIT; AND ROYAL GARDEN-PARTY.

On July 21, the King, who was accompanied by the Queen, opened the new headquarters of the London Fire Brigade on the Albert Embankment. On arrival, his Majesty inspected a guard of honour consisting of a hundred firemen ranged in front of their fire-appliances. Then he took his place in a pavilion to hear an address presented by Lord Snell, Chairman of the L.C.C. When the King had replied, trumpeters of the fire brigade sounded a fanfare and representatives of the firms and trades engaged in the new building were presented. Among these were a labourer and a bricklayer. Their Majesties then occupied a covered dais on the first floor balcony to witness a display of fire-fighting and rescue-work. Before concluding their visit, they also saw two fire-floats at work on the river.—The last Royal Garden-Party of the season took place on July 22. Princess Elizabeth was unable to be present, as she had strained her left knee by falling when cycling on the gravel paths at Buckingham Palace. Their Majesties, with Princess Margaret, strolled amongst their ten thousand guests for about an hour. Other members of the royal party included Queen Mary and the Duke and Duchess of Gloucester.



AT THE OPENING OF THE NEW LONDON FIRE BRIGADE HEADQUARTERS: H.M. THE KING INSPECTING A GUARD OF HONOUR OF ONE HUNDRED FIREMEN DRAWN UP IN FRONT OF THEIR FIRE-APPLIANCES.



H.M. THE QUEEN INTERESTED IN A MOBILE CANTEEN USED WHEN THE FIREMEN ARE DEALING WITH AN EXTENSIVE OUTBREAK: AN INCIDENT AT THE OPENING OF THE LONDON FIRE BRIGADE HEADQUARTERS.



THE LAST ROYAL GARDEN-PARTY OF THE SEASON, FROM WHICH PRINCESS ELIZABETH WAS ABSENT: T.M. THE KING AND QUEEN WITH PRINCESS MARGARET, QUEEN MARY, AND OTHER MEMBERS OF THE ROYAL FAMILY.

TORI KHEL SNIPERS IN WAZIRISTAN: "A SLEEP-DESTROYING MENACE."

FROM THE PAINTING IN WATER-COLOUR BY LT.-COL. W. CONDON.



AN UNPLEASANT FEATURE OF TRIBAL WARFARE ON THE NORTH-WEST FRONTIER: SNIPERS HARASSING A CAMP.

Among the recent reports on the North-West Frontier fighting was one describing an attack on a Ghurka picket at night, when there were several casualties. A similar incident is here depicted by Lt.-Col. Condon; and in an accompanying letter he writes: "It is seldom that a Frontier camp across the Border of India passes the night in peace if there are hostile tribesmen in the vicinity. Ammunition is nowadays plentiful, and the tribesman does not neglect the opportunity presented of a chance bullet finding its billet in an

infidel and thus very cheaply earning for the firer Paradise in the hereafter. The picture was drawn from an actual camp and shows the dreadful menace of this sleep-destroying feature of tribal warfare. That casualties are happily few is due to the fact that it is frequently possible to go below ground—in other words, to sleep in a 'grave.' Nothing, however, can protect the horses, mules, and camels, many of which form the train of every Frontier Column, which seldom endure a night of sniping without one or two being hit."

"THE WORLD'S DEBATE" OVER MEDIAEVAL PALESTINE.

BEING AN APPRECIATION OF

"THE CRUSADE": By HILAIRE BELLOC.*

(PUBLISHED BY CASSELL.)

MOST of us have a vague general conception of "the Crusades," dating from our quite early childhood—we can't remember the time when we had not heard of them. There is no more unpromising basis for exact knowledge, for one is never goaded to learn by the clear consciousness of being ignorant. Anyone in this half-and-half state, who would like, on second thoughts, really to place the Crusades on his mental chart, will find Mr. Belloc's recent study the very thing. Though quite short, and therefore sparing of detail, it is thoroughly concrete. It describes the origin and course of the First Crusade, analyses the nature, strength, and weakness of the new Christian kingdom in Syria, and follows the long *dégringolade* which ended in the battle of Hattin and the fall of Jerusalem, and to which the Third Crusade—the one we all know about—was merely an epilogue.

Of course, the beginning is the rise of Islam, "the new enthusiasm, sweeping the Oriental world much as Communism proposes to sweep the Western world to-day." It had rapidly mastered Syria, Egypt, North Africa, and most of Spain, and then, extending eastward, "it did a fatal thing: it introduced the Mongol: it opened the gates to a racial force of murder and destruction. . . . Suddenly, out of the steppes of Asia, came one band, then another, of these hideous, swift, fighting, mounted Mongol hordes, brought up wholly to combat, archers and swordsmen pouring out in clouds. . . . That is the prime business which led at last to the Crusades: the Mongol, the Turk." These barbaric hordes "from their first wave onward . . . became not only Mohammedan, but fanatically Mohammedan, and through their military power what had already begun to be the decline of Mohammedanism recovered."

Christendom's bulwark against these armies was the Byzantine Empire. "The Turks would raid into Byzantine territory in Asia Minor, but they never came near to establishing a permanent foothold—until one fatal day, the day of Manzikert." At Manzikert, in 1071, the Emperor's army was almost wiped out by the Seljuk Turks, whereupon "the Mongols over-ran, devastated and destroyed all that land of hither Asia which had been the solid foundation

And, during the Crusading advance, the army did, in fact, melt away continuously, not only through famine and disease and this kind of "desertion," but because, after the occupation of a post, numbers always chose to attach themselves to the leader who remained there as feudal overlord. That these feudal States *should* arise was, of course, inevitable; the Crusaders knew no other way of obtaining revenue, and consolidating what they had won. But, in the absence of a supreme command, it was inevitable also that the great leaders should wrangle over possession of them; while the Byzantine Emperor was jealous of all these too-powerful allies who, he feared, might simply keep what they won.

With all these drawbacks, the Crusaders had one supreme advantage. Their gentlemen, their "heavy cavalry," could always, when properly supported, shatter a much larger body of Orientals. They began their work by taking Nicæa, handed it back, not very willingly, to the Emperor, and advanced inland. They defeated

which are the chief monument of their occupation. They had the support of two new and powerful orders—the Knights Hospitallers and the Knights of the Temple—and of the Italian merchant cities, which transported men and material to the east, and would lend their fleet to blockade a seaport which the Crusaders were besieging by land. They had the cement of monarchy—and the first three Kings of Jerusalem were all able men. And there was one last element in their favour, "less remarked by historians, but perhaps of more effect . . . that odd Gallic power of assimilation which, after centuries, has reappeared in the relations between the modern French and the Mohammedan world." The settlers rapidly began to "take on an Oriental colour"; they adopted Eastern social habits, and often married Eastern women.

This process of adaptation was very well in its way; but the climate none the less affected the Westerners, and marriage with the Orientals weakened their blood. The great Crusading families tended to die out. And all the time they were being starved of reinforcements. Europe, pulsing with new activity, and divided more and more into rival Powers, had turned its eyes from the East; henceforth it would move only when spurred by some great disaster. There could be only one end.

The new Kingdom had been favoured in its rise by the lack of any kind of union among the Moslems. To begin with, there was a split between the orthodox Moslems of the north-east and the Egyptian Fatimites; this staved off encirclement. And, at the best, Islam had no Monarchy. The local governors were isolated, at feud with each other, and quite willing to support the Christians against a rival. Now and then a dynasty might appear in the East, but it never lasted; leaders in Islam rose and sank again like waves of the sea. But even one wave, if it were large enough, was bound to swamp the Crusading State: and that is what happened.

In 1144, the Sultan Zengi seized Edessa from its half-caste ruler, Jocelin II. That was the first blow. It brought about a new Crusade which, after many blunders and misfortunes, turned back from Damascus. Then came the landslide. Saladin, succeeding to Zengi's power, laid a firm grasp on heretic Egypt, and began



A STRONGHOLD OF THE CRUSADERS IN THE GULF OF AKABA WHICH BARRED THE PILGRIM ROUTE FROM EGYPT TO MECCA AND HARBOURED A FLEET THAT HARRIED RED SEA SHIPPING: THE CASTLE OF GRAYE—RUINS OF THE KEEP.

These interesting illustrations, and the article by Major C. S. Jarvis relating to them on page 224, bear closely on the subject of Mr. Hilaire Belloc's book reviewed on this page. They recall a less familiar side of the Crusaders' naval activities. As Major Jarvis points out, it is not generally known that under the Christian Kingdom of Jerusalem, a fleet was maintained in the gulf of Akaba, as well as at the ports of Acre and Ascalon. The Castle of Graye formed the base of this fleet, which harried Mohammedan shipping in the Red Sea.

a huge Turkish force at Dorylæum. And then they pressed on to Antioch. This, in Mr. Belloc's view, was the first step in "that grand strategical error upon which the fate of the East was to depend." The Crusaders had ignored Aleppo. In

the following year, they ignored Damascus, "the key of Syria." It was essential to their security to occupy the whole Syrian belt between the sea and the desert; in this way they would have cut the Mohammedan world in two. But they allowed the Damascus road, along the edge of the desert, to remain open, and so communication between Mesopotamia and Egypt was never checked.

However, they were not thinking along those lines. The great mass had only one objective—the Holy Places; and to feudal ambition Antioch, not Aleppo, seemed the rich prize. The Crusaders took seven months to reduce it, and another half-year to decide the question of overlordship; at last the troops rose in protest, and the advance was continued. Jerusalem itself fell in the summer of 1099. But, of the half-million pilgrims who had set their faces east from Nicæa, "not one in twenty came up at last to the town." And now the bulk of that small army sailed home again; a handful of men were left to maintain themselves in a remote, half-occupied strip of land, against hostile myriads. Incredible as it seems, they did hang on for nearly a century, and during a great part of that time extended their conquests. How did they manage it?

In the first place, they retained their immense personal superiority in the field. To make up, as far as possible, for the lack of men, they reared those prodigious castles



THE CASTLE OF GRAYE AND ITS LAGOON (A DRY DOCK IN ANCIENT DAYS): THE FORTRESS BUILT BY RENAUD DE CHATILLON, WHO SENT THENCE AN UNSUCCESSFUL EXPEDITION DESIGNED TO LAND AT JEDDEH AND ATTACK MECCA, AND IN 1187 WAS CAPTURED AT THE BATTLE OF HATTIN AND KILLED BY SALADIN.

the encirclement. In 1187 the Christians met him with every man they could bring into the field; this last army—perhaps one-fifth the size of his—was cut to pieces at Hattin. After that, as a matter of course, the Kingdom went down. The Third Crusade, a forlorn attempt at reconquest, gave up without even investing the Holy City.

And the tide of Islam flowed on. "The Turk who had conquered at Hattin conquered again at Constantinople itself, conquered all up the Danube valley, conquered the Hungarian plain, besieged Vienna." It was indeed Christendom which had lost in that which Gibbon called "the world's debate." But not for ever. Suddenly, by a turn of the wheel, "all the intense valour of the Twelfth Century had failed to achieve, arrived of itself." The West returned as an irresistible force: to-day, of twelve Moslems, ten are still under British rule, one is under French, and only one under an independent Mohammedan government.

What will be the next phase? Mr. Belloc ends on a note of pessimism. The dominion of the West, he says, "is due to causes mainly material, and therefore ephemeral"; in the long run, the spiritual factor is what decides. And though we have not, like Islam, declined in energy, we have declined in religion, "the major thing of all," in which Islam stands fast. Change there will be, "nor does it seem probable that at the end of such a change, especially if the process be prolonged, Islam will be the loser."—K. J.



A CRUSADE NAVAL BASE, WHITHER SHIPS BUILT AT ACRE WERE CARRIED OVERLAND IN SECTIONS: THE CASTLE OF GRAYE ON THE ISLAND OF FAROAN (WITHIN CROSSBOW SHOT OF THE SINAI SHORE); SHOWING ITS WATER-GATE BESIDE A DEEP, SHARK-INFESTED CHANNEL—(IN LEFT BACKGROUND) THE MOUNTAINS OF HEDJAZ.—[Photographs by Major C. S. Jarvis. See his Article on page 224.]

of Byzantine power The menace came to the gates of Constantinople."

But "under that stimulus the West moved." In 1095, Pope Urban II. summoned Christendom to a Holy War; the fire he had lit spread throughout the West, and "the air was filled with the name 'Jerusalem.'"

Such a movement was possible because at that date national differences had scarcely begun to assert themselves: "the great line of cleavage was between the Christian and the non-Christian." All civilised Europe could and did join the army of pilgrim-warriors, though in the bulk this was French. On the other hand, it had the disadvantage of being a feudal army; it had no united command, and no discipline as we understand the term. The knights, its "main strength and meaning," were quasi-independent. "A man was bound in honour to his overlord. But still, the bond was loose, especially in the course of a distant campaign. The smaller feudal noble must keep the field for forty days with his overlord—but not longer. A man who moved from one body to another, taking with him his immediate dependants, was not a deserter in our sense; he was not even a deserter if he chose to ride away and have done with the whole business."

* "The Crusade." The World's Debate. By Hilaire Belloc. With Maps and Diagrams. (Cassell; 12s. 6d.)



FAREWELL, BERKELEY SQUARE!

A MUIRHEAD BONE DRAWING OF HISTORIC HOUSES THAT WILL GIVE PLACE TO OFFICES—SHOWING NO. 11, WHERE HORACE WALPOLE LIVED.

Twenty of the best known houses in Mayfair are being pulled down on the east side of Berkeley Square, to make way for a giant office building, Berkeley Square House, which will rise to a height of 145 ft. The site, originally acquired by the Canadian Pacific Railway for the construction of a

hotel, covers 400 feet of Berkeley Square and 250 feet of Bruton Street. No. 17, Bruton Street, the house in which Princess Elizabeth was born, is included. Famous men who have lived in these houses include Horace Walpole at No. 11 (centre of drawing) and Colin Campbell, Lord Clyde, at No. 10.

FROM THE DRAWING BY SIR MUIRHEAD BONE.

THE STRANGE FACE OF CHINA: CURIOSITIES OF LANDSCAPE

SEE ALSO "THE ILLUSTRATED LONDON NEWS"



A TRIANGULAR DISPOSITION OF TOMBS RATHER SUGGESTIVE OF THE ARRANGEMENT OF BILLIARD BALLS AT THE BEGINNING OF A GAME OF POOL: A CEMETERY AT A DESOLATE SPOT NEAR LANCHOW WHERE ARE BURIED 109 GENERALS OF THE SUNG DYNASTY.



SUGGESTING A SECTION OF VERTEBRÆ FROM SOME GIGANTIC PREHISTORIC MONSTER: A LOESS MOUNTAIN RIDGE NEAR LANCHOW SCORED BY EROSION INTO A SERIES OF ENORMOUS RIBS, AND SO NARROW AND STEEP THAT EVEN CHINESE PEASANTS HAVE FAILED TO CULTIVATE IT.

According to the correspondent who sends us these interesting air photographs, about one-tenth of Chinese territory is occupied by graves and cemeteries. This result may be ascribed to the prevalence of ancestor worship

and devotion to the spirits of the dead. "In China [says a writer in the "Encyclopædia Britannica"] the dead form an important part of every household. The head of the house, living or dead, is always the head of

DUE RESPECTIVELY TO THE WORKS OF NATURE AND OF MAN.

OF JULY 24, AND PAGE 200 OF THIS ISSUE.



A CHINESE VILLAGE GRAVEYARD COVERING AS MUCH SPACE AS THE VILLAGE ITSELF: A COMMON FEATURE IN A LAND OF ANCESTOR WORSHIP AND INORDINATE RESPECT FOR THE DEAD, RESULTING IN ABOUT ONE-TENTH OF CHINA BEING OCCUPIED BY GRAVES AND CEMETERIES.



LIKE AN OPEN-AIR GREEK AMPHITHEATRE BUILT ON A COLOSSAL SCALE FOR AN AUDIENCE OF GIANTS: NATURE'S ARCHITECTURE IN THE LOESS REGIONS OF CHINA, WHERE THE SOIL HAS STRATIFIED IN TERRACES AT DIFFERENT LEVELS THROUGH THE ACTION OF MOUNTAIN STREAMS.

the house. To his tomb his descendants come, and they have mortgaged much of their scanty acres in erecting grave mounds which must never be ploughed till the family is forgotten." Regarding the loess formation

(illustrated and described in our last issue), we read: "Archæological finds suggest that man was inhabiting China at a period before the deposition of that great yellow covering."

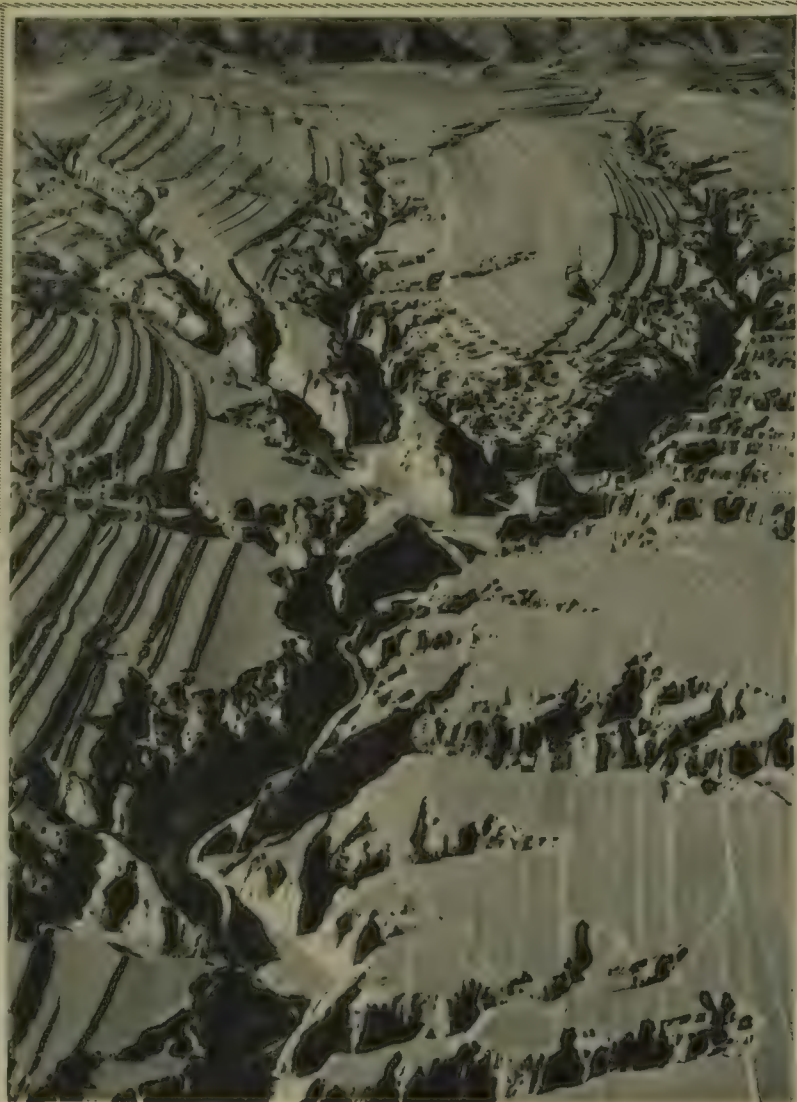
THE STRANGE FACE OF CHINA: "JIGSAW" AND "CHESSBOARD" LANDSCAPE.



LIKE A FANTASTIC GAMEBOARD: GRAVEYARDS ON THE SLOPES OF LOESS HILLS NORTH OF LANCHOW, BY THE RIVER HWANG-HO, SEEN FROM THE AIR.



PATTERNED IN LOOPS AND ANGLES LIKE A JIGSAW PUZZLE: AN AIRMAN'S VIEW OF RICE-FIELDS NEAR CHENQTU, IN THE PROVINCE OF SZECHWAN.



SUGGESTING A PLASTER MODEL: CURIOUS TERRACED EFFECTS OF SOIL EROSION IN LOESS REGIONS, WITH A VILLAGE IN THE CENTRE.

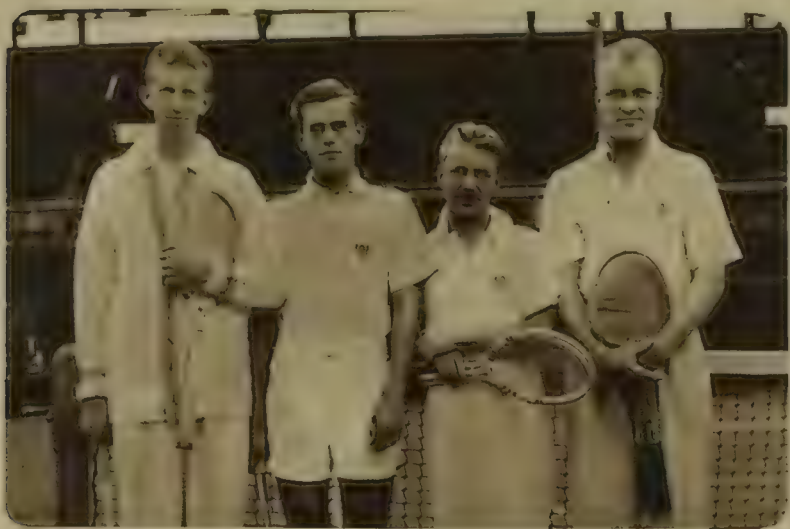


RECALLING THE CHESSBOARD COUNTRY IN "ALICE THROUGH THE LOOKING-GLASS": AN EXPANSE OF FISH-PONDS NEAR SOOCHOW, SEEN FROM THE AIR.

In sequel to the air-photographs of curious Chinese landscapes published in our last number, we give here some further examples (besides those on the preceding pages). They illustrate the strange aspect, from the air, both of natural features and of artificial structures, such as graveyards and fishponds. Describing the peculiar loess formations, the late Mr. Archibald Little wrote: "The rivers,

and notably the Yellow River (Hwang Ho), that drain this unique loess region are unable to rest on its loose yet compact surface. Hence they have cut down through it to the rock foundation below, and have left on either hand the vertical cliffs by which their banks are lined. The roads, or rather, cart-tracks, in this region have produced a like effect on its surface."—[SEE ALSO PAGES 198 AND 199.]

A WINDOW ON THE WORLD: RECENT EVENTS IN PICTURES.



THE AMERICAN WINNERS OF THE DAVIS CUP: DONALD BUDGE, F. PARKER, B. M. GRANT AND G. MAKO (L. TO R.).

America won the Davis Cup on July 27, when F. Parker beat C. E. Hare 6-2, 6-4, 6-2. Thus the Cup returns to the United States after having been held by England for four years. Previous results were: Austin beat Parker; Budge beat Hare; and Budge and Mako beat Tuckey and Wilde. Had Britain won the Cup this year she would have equalled America's total of ten wins.



TROUBLE OVER THE VATICAN CONCORDAT: BELGRADE POLICE HOLDING UP, WITH RIFLES, A RELIGIOUS PROCESSION HEADED BY AN ORTHODOX CLERIC.

Disturbances broke out in Yugoslavia as the result of the Government's proposals for a concordat with the Vatican. Orthodox churches throughout Yugoslavia flew black flags. At Shabatz the Bishop received a fractured skull, apparently from a blow from a police truncheon. In Belgrade crowds of demonstrators tried to reach the neighbourhood of the Cathedral, which was cordoned off, and police charged with bayonets and fired volleys in the air to clear the streets.



THE TERRIBLE RAILWAY DISASTER IN INDIA: THE SCENE AFTER THE PUNJAB-HOWRAH EXPRESS HAD BEEN DERAILED AND A NUMBER OF CARRIAGES TELESOPED, CAUSING OVER A HUNDRED DEATHS; SHOWING COACHES THROWN OFF A CULVERT.

The worst railway accident in India for many years occurred when the Punjab-Howrah express became derailed at Bihta, near Patna, on July 17. The train was just entering Bihta station. The engine leapt off the track at a culvert, and the driver and firemen had a miraculous escape. The first coach was little damaged, but the next four were telescoped with appalling effect, and

in all seven third-class coaches were derailed. The death toll was over 100 and the number of injured was as great. All the European passengers, however, were safe. Sabotage was suggested as a cause of the accident. Upturned rails, it was stated, appeared to indicate that the permanent way had been tampered with.



ITALY'S FIRST 35,000-TON BATTLESHIP LAUNCHED: THE "VITTORIO VENETO" ENTERING THE WATER AFTER HAVING BEEN NAMED BY A WORKMAN'S WIFE.

The 35,000-ton battleship "Vittorio Veneto" was launched at Trieste on July 25 in the presence of the King and Queen of Italy and a gathering of exalted personages. The naming ceremony was performed by Signora Bertuzzi, the wife of a shipyard workman. It is understood that the "Vittorio Veneto's" sister ship will be launched in August. Owing to the diversion of labour, the construction of these ships is proceeding somewhat slowly.



THE "DISCOVERY," CAPTAIN SCOTT'S SHIP, TO BE A BOY SCOUTS' CENTRE: THE FAMOUS VESSEL MOORED IN THE THAMES OFF THE VICTORIA EMBANKMENT.

The "Discovery," Scott's famous ship, has been presented to the Boy Scouts' Association by the Colonial Office and the Falkland Islands Council as a memorial to Scott and other explorers. She is seen here at her permanent moorings off Temple steps, Victoria Embankment, to which she was towed on July 26. She is to be used as a headquarters for Sea Scouts and a rendezvous for Overseas Scouts when in London.

ROYAL EVENTS AND ITEMS OF INTEREST: THE CAMERA AS RECORDER.



THE SUBJECT OF A RECENT APPEAL BY THE FIRST COMMISSIONER OF WORKS:
A DESIGN FOR NEW SEATS IN THE ROYAL PARKS.

In a recent letter to "The Times," Sir Philip Sassoon, First Commissioner of Works, appealed for gifts of £5 to enable the old cast-iron seats in the Royal Parks to be replaced by seats of a new design in teak or oak as a means of commemorating the Coronation. The donor is asked to state in which park he would like it placed. The King and Queen and Queen Mary are each to present a seat in response to the appeal.



BEFORE BEING INVOLVED IN A COLLISION: H.R.H. THE DUCHESS OF KENT AND HER TWO CHILDREN LEAVING BY CAR FOR SANDWICH.

On July 26, the Duchess of Kent left by car for Sandwich with Prince Edward and Princess Alexandra, who are spending a seaside holiday there. The royal car was in collision with another car on Wrotham Hill, about eleven miles from Maidstone, and suffered some damage, the off-side windows being broken. The Duchess, with the children, who were not injured, waited in a field and then continued her journey in a relief car.



WHERE THE KING AND QUEEN WERE ENTERTAINED DURING THEIR BRIEF VISIT TO BELFAST:
GOVERNMENT HOUSE, HILLSBOROUGH, RESIDENCE OF THE GOVERNOR OF NORTHERN IRELAND.

It was arranged that the King and Queen, visiting Belfast on July 28, should lunch at Government House, Hillsborough, the residence of the Duke of Abercorn, Governor of Northern Ireland. Their Majesties made their last official visit, as Duke and Duchess of York, in July 1924, and then stayed for a week. It was decided that the Royal Yacht should be escorted by the cruisers "Southampton" and "Newcastle" and seven destroyers. The programme included an afternoon parade of 6000 children, held in the Balmoral showground.



WHERE PRINCE EDWARD AND PRINCESS ALEXANDRA ARE SPENDING A QUIET SEASIDE HOLIDAY: BLOODY POINT HOUSE, SHINGLE END, SANDWICH BAY, KENT.

Bloody Point House, which has been taken by the Duke of Kent as a seaside residence for his children, Prince Edward and Princess Alexandra, while he and the Duchess are on a Continental motoring tour, was formerly a coastguard station. It stands among the sandhills overlooking the sea, and has been enlarged and improved. Many of these buildings can be found along the coast and they are noted for the soundness of their construction and the pleasantness of their situation.



THE POINT ON WROTHAM HILL AT WHICH THE ROYAL CAR, CONTAINING THE DUCHESS OF KENT AND HER CHILDREN, WAS IN COLLISION WITH ANOTHER CAR: EXAMINING SKID-MARKS ON THE ROAD.



PRESENTED TO KING GEORGE BY H.M. THE KING OF THE BELGIANS:
THE NEW OKAPI AT THE LONDON ZOO.

The second okapi ever to be exhibited in England, a gift to the King from the King of the Belgians, arrived at the London Zoo on July 21. The first specimen was shown in 1935, but only survived in captivity for a short while. The newcomer was selected personally by Dr. Ververs, Superintendent of the Zoological Society, and is a male about seven years old.

THE "DIVINE QUEEN OF MOUNTAINS" CLIMBED AT LAST: ON CHOMOLHARI.



CONQUERED BY MR. F. SPENCER CHAPMAN AND PASSANG, A PORTER—AT A COST OF UNDER £40: THE 24,000-FT. HIMALAYAN MOUNTAIN CHOMOLHARI, NEAR PHARI DZONG, HITHERTO REGARDED AS UNCLIMBABLE, WHOSE SUMMIT WAS REACHED ON MAY 21.



CLIMBING THE "UNCLIMBABLE": A PHOTOGRAPH, BY MR. F. SPENCER CHAPMAN, SHOWING MR. C. E. CRAWFORD, WHO HAD TO DESCEND ON MAY 20, AND PASSANG, THE PORTER WHO REACHED THE SUMMIT WITH MR. CHAPMAN, AT A HEIGHT OF 21,000 FT.

The summit of 24,000-ft. Chomolhari, the "Divine Queen of Mountains," near Phari Dzong, which was regarded as unclimbable, was reached on May 21 by Mr. F. Spencer Chapman and Passang, a porter. Naturally, the task was one of great difficulty and very considerable danger and some 500 ft. from the top hope of success was almost abandoned. As Mr. Spencer Chapman has noted in a most interesting article in "The Times": "Passang was disappointed to see that the actual summit lay another 500 ft. above us to the north. It was separated from us by a sharp undulating ridge. Passang asked if I wanted to

go on. My body had no desire to go on, and as the wind was blowing up from the west, accompanied by tatters of cloud, the wisdom of further advance was questionable. But we went on. The last 300 ft. were up a snow slope which became steep only at the very top. This was really the easiest part of the whole climb. The actual summit is a triple ridge of snow. We stayed there five minutes." The expedition, which, at the beginning, consisted of Mr. Spencer Chapman, Mr. C. E. Crawford, of Calcutta, and three expert porters, cost under £40. A good deal of "stock" equipment was used.

BY AN ARTIST WITH FRANCO'S FORCES: A RUINED SPANISH TOWN; AND A GUADALAJARA OBSERVATION POST.

DRAWN BY CARLOS S. DE TEJADA.



A STREET IN A SMALL SPANISH TOWN AFTER IT HAD BEEN IN THE FIGHTING LINE: A TEJADA DRAWING OF A SCENE REMINISCENT OF THE DESCRIPTIONS OF BRUNETE AFTER THE RECENT FIGHTING.

Whatever happens in Spain, every day brings fresh news of the destruction of yet more civilian property. The latest to be added to the list of places pulverised is the small town of Brunete, west of Madrid, which is now nothing more than a heap of smoking ruins. It was captured in the Government

offensive in the early part of July; and later, the weight of General Franco's counter-attacks fell on it. By July 19 most of the houses had taken fire as the result of the bombardment. It then appears to have changed hands twice, and was certainly the scene of fierce fighting.



AN INSURGENT OBSERVATION POST ON THE GUADALAJARA FRONT: A TEJADA DRAWING OF A SOMEWHAT INSECURE-LOOKING STRUCTURE; WITH MEN OF THE FASCIST FALANGE ESPANOLA SEEN IN THE FOREGROUND.

We reproduce above another of Señor Carlos de Tejada's drawings of Civil War scenes in Spain. Señor de Tejada is with General Franco's forces. The Guadalajara front, we need scarcely remind our readers, was the scene of the unsuccessful attempt to attack Madrid from the east in March, the attackers being principally

Italians. This ended in a severe repulse. The structure seen here would probably not have survived long on even the quieter sectors of the Western Front in the Great War, but in Spain there appears to be little, if any, heavy artillery on either side; while field artillery is mainly concentrated in the more vital sectors.

PERSONALITIES OF THE WEEK :

PEOPLE IN THE PUBLIC EYE.



IN THE MUCH-DISCUSSED BRITISH PAVILION : MR. NEVILLE CHAMBERLAIN FIGURES AS A FISHERMAN.

This huge photograph of Mr. Neville Chamberlain at his favourite pastime of fishing, adorns the British Pavilion at the International Exhibition, Paris. The Pavilion as a whole has been the subject of questions in the House recently by M.P.s who asserted that the exhibits were unsuitable and unrepresentative.



MR. E. A. McDONALD.

The famous cricketer who made his name as an Australian fast bowler. Killed in a motor accident July 22. Born 1892. He took 27 English wickets for 2474 runs each in 1921. Later, he played for Lancashire.



THE SERBIAN ORTHODOX PATRIARCH.

The Patriarch Varnava, died July 24. Opposed the Yugoslav Government's Vatican concordat. His lying-in-state led to demonstrations against politicians supporting the concordat.



SIR C. E. SAUNDERS.

Discoverer of the famous "Marquis" wheat which made possible the rise of Western Canada as the world's greatest exporter of hard spring wheat. Died on July 25; aged seventy. Dominion Cerealists, 1903.



THE DEAN OF JERSEY.

The Very Rev. S. Falle Dean of Jersey since 1906. Died on July 23; aged eighty-three. He was himself a Jersey man. Vicar, Brampton, Cumberland, 1884; and of St. James's, Barrow-in-Furness, 1899.



KING FARUK RETURNS FOR HIS INAUGURATION AS MONARCH : THE YOUNG KING GREETED AT ALEXANDRIA.

A tremendous welcome was accorded to King Faruk when he returned to Egypt on July 25 after his five-months' tour of Europe. His Inauguration as King was arranged for July 29. Moslem traditions do not permit of a coronation and modern Egypt has no crown. The King takes a Ceremonial Oath.



ARCHBISHOP EDWARDS.

The first Welsh Primate. Died on July 22; aged eighty-eight. Vicar of Carmarthen, 1885. Bishop of St. Asaph, 1889. He took a leading part in the Welsh disestablishment controversy. Wrote "Landmarks in the History of the Welsh Church."



THE KING OF THE BELGIANS HONOURS ALLIED WAR DEAD : H.M. LAYING A WREATH BEFORE THE NEWLY UNVEILED MEMORIAL AT LIÈGE.

The monument to the Allied soldiers who fell in the Great War, erected on the Cointe plateau, overlooking Liège, was unveiled on July 20 in the presence of the King of the Belgians and the Count of Flanders. The King laid a wreath before the commemorative plaque. It will be recalled that King Leopold made important suggestions for the promotion of international economic peace in a letter addressed to his Prime Minister, M. Van Zeeland, on July 23.



THE REV. K. E. KIRK.

Canon of Christ Church and Regius Professor of Moral and Pastoral Theology, University of Oxford. Succeeds Dr. T. B. Strong as Bishop of Oxford. Author of "The Vision of God," "The Crisis of Christian Rationalism," and other works.



KING GEORGE WITH MEMBERS OF THE ANCIENT AND HONORABLE ARTILLERY COMPANY OF MASSACHUSETTS : A PHOTOGRAPH TAKEN ON THE OCCASION OF THE H.A.C. QUATER-CENTENARY CELEBRATIONS IN LONDON.

In our last issue we illustrated the review by the King of the Honourable Artillery Company on the occasion of their 400th anniversary. A delegation from the Honourable Artillery Company of Boston, Mass., attended the ceremony. H.M. the King accepted at the hands of Colonel H. D. Cormerais (who is seen above, seated on his Majesty's right) the certificate of membership of the American Company, and was afterwards photographed with a group of its members. The American Company's charter dates back to 1683. It was founded by emigrant members of the H.A.C.



SPONSOR OF THE SUCCESSFUL MATRIMONIAL CAUSES BILL : MR. A. P. HERBERT, M.P. ; WITH MRS. HERBERT.

The passage of the Matrimonial Causes Bill (amending the Divorce Law) was considered a great personal triumph for Mr. A. P. Herbert—since it was one of the most controversial Bills ever promoted by a private Member. Mr. Herbert is, of course, famous for his novels and humorous writings.

THE KING'S FIRST FLIGHT AS SOVEREIGN: THE "ENVOY" HE WILL USE.



TESTING THE MONOPLANE IN WHICH HIS MAJESTY WILL FLY TO SOUTHWOLD TO PAY AN INFORMAL VISIT TO THE BOYS' CAMP HE FOUNDED: THE AIRSPEED "ENVOY" BOUGHT BY THE AIR COUNCIL FOR THE USE OF MEMBERS OF THE ROYAL FAMILY.

It was announced on Monday last that the King would fly to Southwold next week—probably on Wednesday—to pay a strictly informal visit to the holiday camp for public school boys and industrial boys which he founded when he was Duke of York. Thus, he will make his first flight since his accession to the Throne. It was stated at the same time that his Majesty would fly in the Airspeed "Envoy" here illustrated—the new twin-engined monoplane bought by the Air Council recently for the use of members of the Royal Family—and that

the pilot would be Wing-Commander E. H. Fielden, Captain of the King's Flight. The machine, which has a cruising speed of about 175 miles an hour, is fitted with various safety devices, with wireless, and for blind flying. The other day it was given the rigorous tests insisted upon by the Air Ministry for all new British aircraft, civil or military. These were applied at the Aeroplane and Armament Experimental Establishment, at Martlesham Heath, the structural and engineering part of the work by experts and the flying tests by Royal Air Force pilots.

A NEW WATER-RAISING PROCESS AT CROYDON.

Great interest has been aroused among engineers and scientists in this country by the boring of a very deep well at Addington pumping station, near Croydon—the first application in Great Britain of the Layne Well system, which has been much used for developing deep-water supplies in America, Argentina, France, and Algeria. The Croydon bore-hole was drilled by the clay rotary process without the use of any tubing, the liquid clay remaining in the bore-hole until the tubing is set in place. The tubing was set in fifty lengths of about 20 ft., each length being lifted on the derrick to be screwed into the preceding length. The clear space between the tubing and the walls of the bore-hole is less than 2 in. After the tubing is set in place cement is injected into the bore-hole at high pressure. After the cement has completely set the Layne shutter screen is placed opposite the stratum to be used for water supply. It is claimed that this system provides the only possible method that will permanently preclude any possibility of contamination from strata above that used as a water supply.



THE TAPPING OF A HUGE WATER-SUPPLY BY A PROCESS NEW TO THIS COUNTRY: A DRILL AT CROYDON WORKING ON THE LAYNE WELL SYSTEM AND DESIGNED TO GO DOWN OVER 1100 FT.

PAYING HONOUR TO THE MEMORY OF MARCONI.



THE HOMAGE OF THE ITALIAN PEOPLE TO THE MEMORY OF GUGLIELMO MARCONI: A MIDDLE-CLASS FAMILY PAY A TRIBUTE TO THE GREAT INVENTOR'S BODY DURING THE LYING-IN-STATE IN ROME.



MARCONI'S BODY BROUGHT BACK TO HIS NATIVE TOWN TO BE BURIED: THE FUNERAL PROCESSION IN BOLOGNA; THE OCCASION OF A GREAT POPULAR DEMONSTRATION.



A RADIO TRIBUTE TO MARCONI'S MEMORY IN GREAT BRITAIN: WIRELESS-TELEGRAPH OPERATORS IN LONDON OBSERVING THE TWO MINUTES' SILENCE ORDAINED BY THE POST OFFICE, THE B.B.C., AND OTHER CONCERNS.

The memory of Marconi was honoured in many countries in many ways. The first part of the funeral in Italy provided the occasion for a great demonstration of popular feeling in Rome, during the lying-in-state in the Galatea Hall of the Royal Academy there, and the funeral procession to Santa Maria degli Angeli. Huge crowds, among whom the poor predominated, waited in intense heat, to see the hearse go by. Signor Mussolini and many other members of the Government were among those present. In Great Britain, as a special mark of respect to the memory of the "father" of wireless, all the Post Office wireless, telegraph and telephone stations closed on July 21 for two minutes, from 6 p.m., the time of the funeral procession leaving the Academy in Rome. The silence extended to the stations of "Cables and Wireless" throughout the world. Immense crowds also watched the funeral procession in Bologna. Flowers had been strewn in the main thoroughfare of the city. Women knelt in the streets sobbing as the funeral procession passed by to the Basilica of San Petronio, where a Requiem Mass was said.

MURAL PAINTINGS DISCLOSED AT A TOUCH—BY ULTRA-VIOLET "MAGIC."



"BLANK" WALLS AT THE FRANKLIN INSTITUTE WHICH DISPLAY MURAL PAINTINGS WHEN A BUTTON IS PRESSED :
(ABOVE) THE ROOM BY ORDINARY LIGHT ; AND (BELOW) MURAL PAINTINGS REVEALED UNDER ULTRA-VIOLET LIGHT.

An interesting experiment in mural painting, by Mr. Charles Bittinger, at the Franklin Institute, Philadelphia, Pennsylvania, opens up an endless field of speculation regarding the dual use of walls. The top photograph shows a room at the Institute with apparently plain walls viewed by ordinary lighting. On the spectator pressing a button, which turns on ultra-violet light, the paintings shown in the lower photograph come into view. They depict

Franklin at his press and also with his kite. The following description appears on a label for the information of the public: "These murals were made with titanium oxide, zinc oxide, barium oxide and lead oxide mixed with water and with glue as a binder. To these paints were added very small amounts of sodium naphthionate, eosin, anthrace, primuline, rhodamine, fluorescein and aesculin which, under ultra-violet rays, fluoresce various colours."

THE FIRST IMPERIAL HITTITE SCULPTURE FOUND SOUTH OF THE TAURUS RANGE.

NEW LIGHT ON THE RULERS OF ASIA MINOR IN THE 12TH CENTURY B.C.: A ROCK-CARVED FIGURE OF A BEARDED PRIEST-KING DISCOVERED NEAR A MOUND BELIEVED TO BE THE SITE OF HIS CAPITAL CITY.

By PROFESSOR JOHN GARSTANG, F.S.A., Director of the Neilson Expedition to the Near East, University of Liverpool Institute of Archaeology. (See Illustration opposite.)

THE discovery of an Imperial Hittite monument south of Taurus evokes considerations of peculiar interest; and when we learn from Dr. Güterbock's decipherment of the hieroglyphic inscription that it was set up to (or by) the warrior King Muwatalli, a new light is shed upon the military organisation of Asia Minor in the early part of the twelfth century B.C.

The monument, figured in our photographs (Figs. 1 and 4), shows a bearded figure, clad in the toga-like garment of the royal Hittite priesthood, grasping in his left hand the lituus-like emblem of his sacred office, in the act of adoration. The group of hieroglyphs (four in number) from which the name is read, are placed behind the head. The pose and setting suggest that a larger god-like figure should be sought in front (as in the famous sculpture of Ivriz), but if this was ever carved, its traces have disappeared with the weathering and tilting of the rock. The figure is sculptured on an outcrop of rock overlooking and partly overhanging the Jeihan River (the ancient Pyramus) some sixty miles to the east of Tarsus. Our copies cannot be regarded as final, though probably accurately representing the inscription, as the river was in high flood and our flimsy scaffolding, erected on the muddy bottom, disappeared one night before we had made the final checking. The photographs reproduced were taken by telephoto lens from a rocky point higher up the river, and therefore somewhat aslant the subject.

The imperial character of the sculpture is readily to be recognised by comparing it with those of similar motif near the Hittite capital upon the plateau (some two hundred miles towards the north). The

Muwatalli, as in this case. Presumably he was one of the princes of the main line, installed, as was frequently done, in a provincial leadership, to learn the art of kingship and administration. However that may be, he is represented as

the imperial age. There is one other consideration of special interest. It was Muwatalli who fought the Egyptian Pharaoh at Kadesh, in Syria, about 1287 B.C.; his army comprised levies drawn from all parts of Asia Minor. Tribal names, well known from the Homeric recital of the battles around Troy, are represented in the list of this great Hittite confederacy, including, amongst others, Dardanians, Lycians and Cilicians. It must have puzzled many who have studied the strategy of



1. DETAIL OF THE TWELFTH-CENTURY B.C. HITTITE ROCK-SCULPTURE ILLUSTRATED ON THE OPPOSITE PAGE: A CLOSER VIEW OF THE BEARDED HEAD AND UPPER PART OF THE BODY, SHOWING (TO RIGHT) HIEROGLYPHS REPRESENTING THE NAME OF KING MUWATALLI.

wearing a curly beard, as in this case, as were nearly all the southern potentates, so that the suggestion demands thought. The conclusive argument in favour of identity with the great king of that name is found in the costume, which is exclusively imperial, also in the economy of the inscription, and the elementary forms of the hieroglyphs themselves.

This conclusion harmonises perfectly with known history. Muwatalli's father, Mursil, in a series of campaigns described in his Annals, conquered the southern kingdom of Arzawa and dismembered it, enforcing the vassalage of its several states; and Muwatalli is said to have retired from the capital during a period of rebellion and to have established himself in another city (Daddasas) in the

low country. Have we here the temporary capital of this great king? An extensive mound behind the sculpture, the largest in all Cilicia, marks the site of an exceptionally important city, which has been shown by us in a short investigation to have been intensively occupied throughout

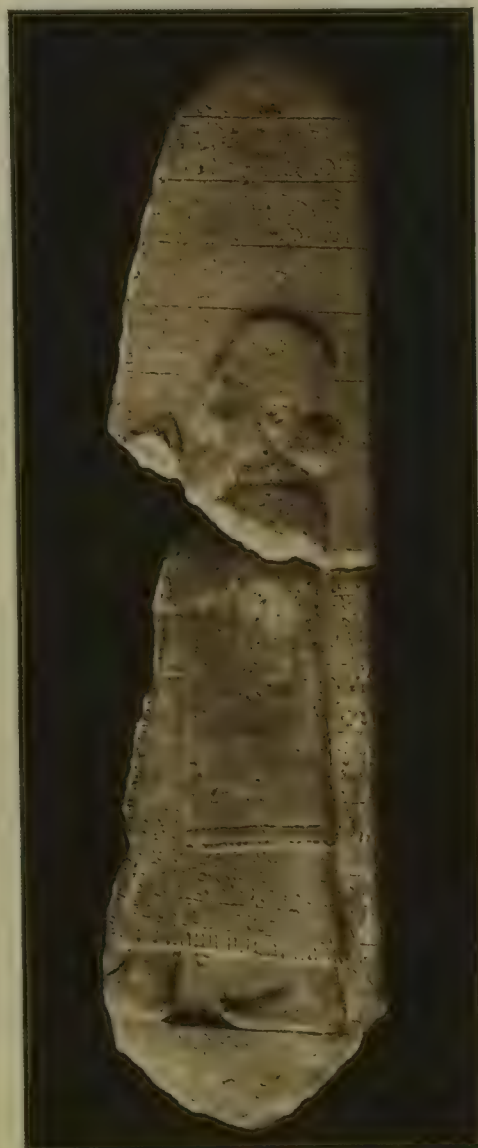
this campaign, how all these units were assembled, and their lines of communication maintained by the single route which passes from the tableland into Syria by way of Marash. Now it is clear that at least one other main line passed by way of Sirkeli, the site of this discovery, which communicates directly with the capital by Feké and a well-known, but rather steep pass through Taurus to Kaisaria, and also by the easier, but somewhat longer, détour of the Cilician Gates. The ancient city of Haleb (Aleppo) would be the natural and convenient place for the assembly of all the Anatolian units already referred to coming by these several ways.

Further details, together with copies of the inscription and Dr. Güterbock's discussion of its reading, are published in the current number of the "Annals of Archaeology" (Liverpool University Press).



3. BEARDESS, IN CONTRAST TO THE NEWLY FOUND IMPERIAL PERIOD RELIEF OF A BEARDED KING (FIGS. 1 AND 4): AN IMPERIAL HITTITE SCULPTURE FROM YAZILI KAYA.

one material discrepancy is found in the beard, for the Hittite monarchs of the Imperial Period (1400-1200 B.C.), as known from their pictures, are beardless (compare Fig. 3). The beard suggests either post-imperial art (Fig. 2), or a southern context, e.g., Marash, where not only are the chieftains familiarly represented with beards, but one at least of the local dynasts is known actually to have been named



2. BEARDED, IN CONTRAST TO MOST HITTITE KINGS OF THE IMPERIAL EPOCH: A STELA WITH A POST-IMPERIAL ROYAL FIGURE FROM BOR, ON THE PLATEAU OF ASIA MINOR.



4. A HITTITE SCULPTURE OF THE IMPERIAL PERIOD (1400-1200 B.C.) FOUND—FOR THE FIRST TIME—SOUTH OF THE TAURUS MOUNTAINS :
A ROCK-CARVED FIGURE OF A BEARDED PRIEST-KING ON A CLIFF-FACE BESIDE THE RIVER JEIHAN, IN CILICIA.

At a somewhat earlier stage of the Neilson Expedition's work in Cilicia than that described by Professor Garstang on the opposite page, an article in "The Times" gave some details which it may be interesting to recall. Describing the sculpture (illustrated in Figs. 1 and 4) recently found at Sirkeli, on the east bank of the River Jeihan (anciently the Pyramus), a few miles above Missis, the writer stated: "The figure is known locally as the 'mischief-making witch.' The monument is carved in relief upon a rocky point at a big bend of the river. It represents the life-size figure of a priest-king in the archaic or Imperial style of the famous rock carvings near the Hittite capital upon the plateau—the only one of this kind hitherto

recorded south of Taurus. The figure is bearded, clad in a toga-like robe, with turned-up shoes, and holds the *lituus*-like emblem of his sacred office. Facing south, he holds up one hand as in adoration or making an offering, but there is no trace, upon the weathered rocks in front, of any divine image. Behind his head, however, the emblems of the mother goddess, including a radiate solar disk upon a barque, are held in a divine hand. A group of early pictorial hieroglyphs, surmounted by a winged solar disk, gives the royal name." In the right background of the above photograph is the castle of Yilan Kale, an old Roman stronghold, re-fortified in Mediæval times, picturesquely situated on a hill-top.

PHOTOGRAPH BY COURTESY OF PROFESSOR JOHN GARSTANG, F.S.A. (SEE HIS ARTICLE OPPOSITE.)

BOOKS OF THE DAY.

IN no previous age has the beauty of our native land been more widely appreciated, to judge from the ceaseless torrent of popular topographical books concerning all parts of the country, alluringly illustrated and written with affectionate fervour. Countless works of the kind have passed through my hands during the twelve years that I have been writing this weekly page. Yet with all this consensus of devotion, there is heard on all sides to-day weeping and wailing and gnashing of teeth over the rapid destruction of that beauty by modern commercial developments. This lamentation comes to a head in "BRITAIN AND THE BEAST." Edited by Clough Williams-Ellis. With fifty-seven illustrations and Maps (Dent; 10s. 6d.). Here the whole problem is discussed by twenty-six well-known people, from every point of view.

This is a book which it behoves everyone who has at heart the future of our countryside to read, mark, learn and inwardly digest. Above all, it may be commended to the attention of our legislators. It opens with messages of commendation from various public men, including Mr. Lloyd George, Sir Kingsley Wood, Minister of Health, Lord Baden-Powell, the Marquess of Zetland, Chairman of the National Trust, and Lord Crawford and Balcarras, President of the Council for the Preservation of Rural England. It would be tedious to transcribe the whole list of contents, but some outstanding items must be mentioned. Professor G. M. Trevelyan writes on "Amenities and the State"; Mr. J. M. Keynes on "Art and the State"; Professor R. G. Stapledon on "Economics and the National Park"; and Lord Howard of Penrith on "Lessons from Other Countries." Contributions with more fanciful titles are: "Quiet—A Physician Prescribes," by Lord Horder of Ashford; "Laughter in the South East," by Sheila Kaye-Smith; "Havoc," by E. M. Forster; and "The Rake's Progress," by Howard Marshall. Two essays deal respectively with Scotland and Wales. Details of the National Trust and the C.P.R.E. conclude the volume.

From this critical symposium of different and sometimes divergent opinions one main point emerges—the vital necessity of more public control over the ownership and use of land, accompanied by more public expenditure on the prevention of vandalism. Professor Trevelyan, I think, hits the largest nail on the head when he says: "What we need is a State policy, the support of the Ministry, of Parliament, and of legislation. At present, with the exception of the admirable activities of the Ancient Monuments Department of the Office of Works, which are confined to the ruins of old houses and churches, the State washes its hands of the whole business, although its own system of taxation is one of the chief causes of the destruction of beauty. . . . The State is Socialist enough to destroy by taxation the classes that used to preserve rural amenity; but it is still too Conservative to interfere in the purposes to which land is put by speculators to whom the land is sold. . . . Nothing is done about National Parks, because the Treasury and the politicians, by an old Victorian tradition, now wholly out of date, regard amenity as a thing on which public money ought not to be spent."

It is, of course, a pestilent fallacy that the preservation of amenity is "non-economic." More and more our "happy isles" are becoming a holiday playground both for their own inhabitants and visitors from abroad, a fact which obviously tends to introduce and circulate money, create occupation, and foster local prosperity. But the charms of the country consist in its natural beauty, its historic associations, and its quiet old-world atmosphere. By destroying or corrupting these we kill the goose that lays the golden eggs. I emphasise this fact because it is only through their pockets that most of the offenders can be touched. Mr. Howard Marshall puts the matter with his usual vigour. Beginning with the assertion that "we are making a screaming mess of England," he says later: "We are engaged in a form of civil war. On the one side are those who realise that in the countryside, wisely cared for and planned, we have a national possession of inestimable value. Ranged against them, militant and greedily active, are the speculative builders, the advertising agents, a whole class who see in the countryside nothing but a source of profit to themselves. . . . A number of local authorities are active, intelligent and public-spirited. The majority are uninformed and quite unfitted to deal with this particular duty of preserving our amenities. After all, what are most local authorities? The butcher, the baker, the candlestick-maker—and frequently the local builder or contractor." In suggesting a remedy Mr. Marshall, follows much the same line as Professor Trevelyan.

Some may have felt surprise that Earl Baldwin, with his deep love of country life, did not devise means of staying the plague during his long tenure of office, though (as recalled by Mr. E. M. Forster) he became a Vice-President of the National Trust. Even a Premier, however, is subject to sinister forces. As Mr. Keynes says: "When a stretch of cliff, a reach of the Thames, a slope of down is scheduled for destruction, it does not occur to the Prime Minister that the obvious remedy is for the State to prohibit the outrage and pay just compensation, if any; that would be uneconomic. There may be no man who minds the outrage more than he. But he is the thrall of the sub-human denizens of the Treasury. There is nothing for it but a letter to 'The Times' and to hand round the hat." Throughout the book, high tribute is paid to the devoted work of the National Trust and the C.P.R.E., but it is made clear that these bodies are limited both in resources and authority.

Despite the gloomy reflections and forebodings voiced in this salutary "omnibus" volume of Jeremiads, there are, I think, certain grounds for encouragement. The chief

commonality spread." Too

often such diffusion of plebeian joy means the spreading of woods and beaches and commons with waste paper and empty bottles.

Education as one of the important factors in country and town-planning is emphasised by Professor R. G. Stapledon, the well-known agriculturist, in a new book of his own—"THE HILL LANDS OF BRITAIN." Development or Decay? (Faber; 6s.). Here the author deals, more briefly and less technically, with the subjects treated in his larger work, "The Land: Now and To-morrow." His object is "to make suggestions for the development of a huge area of country at present turned to very little national account," and in his survey he includes not only the needs of farmers and other countrymen, but also those of the urban holiday-maker. He advocates State ownership of uplands, but not land nationalisation as a general policy. Regarding education, he recommends "boarding summer schools" in our uplands—"schools specially staffed by biologically minded, agriculturally informed,

nature-loving, map-reading teachers. To these schools the elder urban children would be sent in batches for periods of a few weeks at a time during the summer." Professor Stapledon is always stimulating in his ideas, and his new book deserves close study. He deprecates static "preservation" that would prevent progress. "Neither afforestation nor land improvement," he contends, "nor the habitation of man, need spoil England. . . . Let us courageously face the necessary cost. A century ago the nation was behind the Government which put up 20 millions to compensate slave-owners. That meant far more in those days than the sums which would now be necessary"—that is, for reorganising our own land.

Another contributor to "Britain and the Beast" (in a chapter called "The Countryman's View") has likewise produced a separate work, namely, "FARMING

ENGLAND." By A. G. Street. With Coloured Frontispiece and 134 photographs (Batsford; 7s. 6d.). The author of "Farmer's Glory" here surveys the country's agricultural regions, methods and problems, a task for which, as a successful farmer himself, he is well qualified, and the pictorial side of the book maintains the publisher's high standard in beauty and abundance. "More and more I am becoming convinced," the author writes, "that the nationalisation of the land of Britain is not so very far away, and that it is the only thing which can provide a workable solution of the land problem." Summing-up, Mr. Street declares: "I wish that more English folk could journey through our countryside as I have done, and so discover just how cleverly and manfully the farming community are shouldering, unaided and even hindered by their fellow countrymen, what should be a national task."

Yet another book by one of the collaborators in "Britain and the Beast" is "HEALTH AND A DAY." Addresses by Lord Horder (Dent; 7s. 6d.). The title comes from the saying of a wise man (Emerson): "Give me Health and a Day and I will make the pomp of emperors ridiculous." Of the twelve addresses here included, eight were delivered in Britain and four in the United States. Full of ripe wisdom and humanity, they will in book form, I hope, reach far wider audiences on both sides of the Atlantic. Universal in its appeal is that on "The Strain of Modern Civilisation," given last year before the British Association at Blackpool; while in this country the broadcast talk on national health, and the speech in the House of Lords on the Government and the Nation's Physique, are now especially topical. Naturally there is much valuable discussion of medical matters, from a social point of view, and of the relations between doctor and patient, including some shrewd criticism of the Voluntary Euthanasia Bill.

Let us now lead forth the latest cavalcade of gaily bedecked topographical books, popular in their appeal, whose object is not to debate problems or urge policies, but simply to describe and illustrate the beauties of our land and arouse interest in its historical associations. One particularly charming work which combines scholarship with humour and is concerned largely with social history and architecture as sources of interest to holiday-makers, is "THE WAYFARER'S COMPANION." England's History in her Buildings and Countryside. By Arnold Fellows. With thirty-two Plates (Oxford University Press and Humphrey Milford; 6s.). A kindred work is "THE ENGLISH HERITAGE." By Rex Welldon Finn, M.A., sometime Scholar of Peterhouse. With sixteen illustrations and five Maps (Heinemann; 7s. 6d.). Parts of our country, including London and Northern Ireland, as they are to-day

[Continued on page 224.]



ANIMALS IN MORTAL COMBAT—A RECURRING SUBJECT AMONG THE 1200 SCULPTURED BOSSES IN NORWICH CATHEDRAL: A LION AND A FABULOUS CREATURE BITING ONE ANOTHER AMIDST FOLIAGE.



WHERE THE CARVER'S IMAGINATION HAS RUN RIOT: A FEARSOME-LOOKING MONKEY AND THREE SMALL LAMBS IN OAK FOLIAGE ON A BOSS IN THE CLOISTERS OF NORWICH CATHEDRAL.



EARLY FOURTEENTH-CENTURY ENGLISH SCULPTURE: A BOSS DEPICTING THE HEAD OF A BEARDED MAN WITH LONG HAIR AND FOLIAGE ISSUING FROM HIS MOUTH.

As noted on the opposite page the Cloisters of Norwich Cathedral are being restored under the direction of Professor E. W. Tristram. The bosses in the North Walk are now being cleaned and restored and we reproduce three of the more grotesque on this page.

hope lies in the universal awareness of the evil among intelligent people and their evident readiness to help. After all, too, the menace to the countryside is less terrible now than in the days of the Industrial Revolution, when mines and factories seared and blackened large tracts of lovely landscape, causing Ruskin in a later time to exclaim: "You have filled our valleys with bellowing fire!" Even an eruption of bungalow growths is not so awful or irremediable as a forest of smoking chimneys or a wilderness of slag heaps. The present malady will yield much more easily to treatment. One promising cure, prescribed by Mr. Geoffrey M. Bompfrey, is to ruralise our cities, whose inhabitants would then be less tempted to ride abroad urbanising the rural scene. "The present pollution of country by suburbia," he writes, "will only be stopped by making the towns once again places fit to live in." Another great need is education of the townsman on behaviour in the country. Wordsworth sang of "joy in widest

ECCLESIASTICAL HISTORY AND LEGEND DEPICTED ON MEDIAEVAL BOSSES AT NORWICH CATHEDRAL.



DEPICTING THE MARTYRDOM OF ST. PETER: ONE OF THE BOSSES IN NORWICH CATHEDRAL CLEANED UNDER PROFESSOR TRISTRAM'S DIRECTION.



ST. EDWARD THE CONFESSOR'S VISION AT WESTMINSTER: THE INFANT CHRIST BLESSING HIM WHILST AT MASS ATTENDED BY EARL LEOFRIC.



THE MARTYRDOM OF ST. CLEMENT: A BOSS SHOWING HIM BEING THROWN INTO THE SEA WITH AN ANCHOR TIED TO HIS NECK.



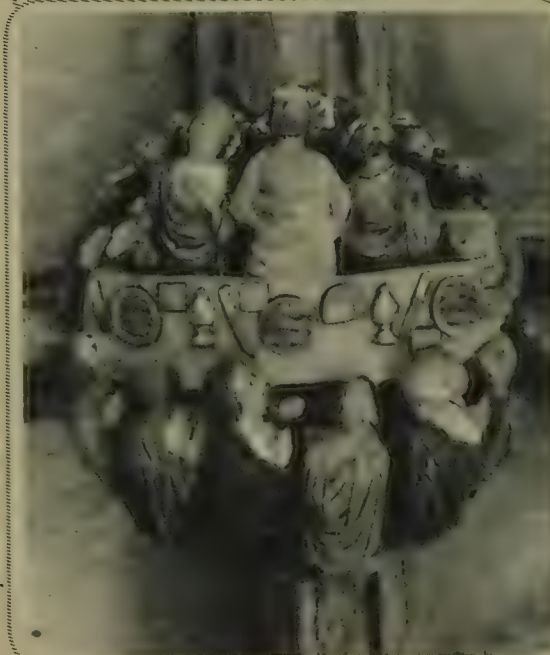
SHOWING MEN TENDING THE FIRE WITH A POKER AND A PAIR OF BELLWS: ST. JOHN IN THE CAULDRON OF BOILING OIL.



ST. GEORGE SLAYING THE DRAGON; WHILE THE PRINCESS KNEELS ON THE LEFT: A BOSS WITH A BACKGROUND OF OAK FOLIAGE.



HENRY II.'S PENANCE AT ST. THOMAS'S TOMB, CANTERBURY: THE KNEELING KING, BARE TO THE WAIST, BEING SCOURGED BY MONKS.



CHRIST APPEARING TO THE APOSTLES ON EASTER DAY; SHOWING THE TABLE LAID WITH DISHES, KNIVES, POTS, AND SQUARES OF BREAD.



THE SEALING OF THE TOMB—A MAN HOLDING A BAG IN THE FOREGROUND SEEMS TO BE PERFORMING THIS OFFICE.



THE MARTYRDOM OF JOHN THE BAPTIST AND SALOME WITH HIS HEAD ON A CHARGER AT THE FEAST OF HEROD.

The Friends of Norwich Cathedral have entrusted the cleaning and restoration of some of the 1200 early fourteenth-century bosses, for which the Cathedral is famous, to Professor Tristram, whose skill in restoration work is so well known. Our readers will remember that we reproduced photographs of some which had been already handled in the East Cloister in our issue of April 11, 1936. The bosses on this page are in the North Walk, where the main subjects consist of a sequence of post-Resurrection incidents. Beginning with the women at the Tomb these follow

in a natural order of time until that of the Ascension, after which it becomes a more difficult task to read the subjects owing to the damage which they have suffered. In general character, style, and technique, the sculptures of the bosses in this Walk differ considerably from those in the East Cloister. They present an extraordinary wealth of imagery, being richer in execution, with a far greater store of incident. One of the finest depicts the Martyrdom of St. John the Baptist. Herod and Herodias are at a table in the centre; while beneath is Salome dancing with the head of the Saint on the charger on the left.



A PAGE FOR COLLECTORS.

GARDENING INTERLUDE.

By FRANK DAVIS.

MOST of us have taken a hand in planning a garden at some time or another. It is an agreeable task, whatever the size of the ground available—a companionable occupation, providing infinite excuses for good-natured argument, and leading the hopeful amateur to see visions which wind, rain, slugs, and greenfly are destined to do their best to bring to nought. Most of the earlier books on the subject are informative, practical, but hardly eloquent; of them all I prefer Mr. William Lawson who published in 1618 his "A New Orchard and Garden," and leads one very sweetly down its paths. "One chief grace that adorns an orchard," he writes, "I cannot let slip; a brood of nightingales, who with their several notes and tunes, with a strong delightful voice out of a weak body, will bear you company night and day . . . the gentle robbin red-breast will help her, . . . neither will the silly wren be behind in Summer, with her distinct whistle (like a sweet Recorder) to cheere your spirits." And again: "What can your eye desire to see, your ear to heare, your mouth to taste, or your nose to smell that is not to be had in an orchard with abundance and beauty? What more delightful than an infinite variety of sweet-smelling flowers? decking with sundry colours the greene mantle of the earth, the universal mother of us all, so by them bespotted, so dyed, that all the world cannot sample them, and wherein it is more fit to admire the Dyer than imitate his workmanship, colouring not only the earth but decking the ayre, and sweetening every breath and spirit."

There are innumerable gardens portrayed in European painting, but only now have I blundered upon one in the making (Fig. 1). It is a good picture of its kind apart from its subject, but the section on the left will no doubt endear it especially to about half the population. If you examine this part of the picture carefully, you will see that the ground has been marked out but not yet dug. Fruit trees are already in position against a high, new-made fence which so far extends only on two sides. The upper part nearer the house is marked out in austere geometrical

sections, with paths in between, and in the corners of one of the triangles are what appear to be plants ready to be put in the ground. On the left a man has just turned another plant out of a bag. Lower down two women and a boy are watching a man and a woman who are on their knees and placing other plants in the holes made ready for them. (At first I thought these spots might be dumps of manure, but one doesn't handle manure like this, not even near Antwerp at the

on Euclid, and thereby sometimes land ourselves into curious vagaries of taste. Who was the Frenchman who was asked how to make an English garden? "Make your gardener drunk," said he, "and then follow him about." William Kent started it, as a natural reaction to the excessive formality of previous generations—instead of a garden planned, like a house, on rigid lines, he provided a sweet disorder in which art might cunningly and tidily imitate nature, and the good work was carried on



MAKING A GARDEN AT THE END OF THE SIXTEENTH CENTURY: A DELIGHTFUL LANDSCAPE BY ABEL GRIMMER (1570-1618), A PAINTER OF ANTWERP; SHOWING BEDS BEING LAID OUT AND PLANTED (LEFT)—THE SEASON, OBVIOUSLY, AUTUMN. (10½ x 14½ IN.)—[Reproduction by Courtesy of Mr. F. Rozendaal.]

beginning of the seventeenth century—besides, if you look through a magnifying glass the projections on these spots of paint seem to be intended for roots or small branches.) A man comes through a gap in the trellis, pushing a loaded wheelbarrow. The leaves are nearly off the trees, which is, as everyone knows, the best time to get a new garden into shape. In short, this part of the picture shows a scene which has its parallel almost any autumn weekend in England to-day—with perhaps this difference, that the fashion for so formal a garden has long since passed, though it still lingers across the Channel.

On the whole, if we have a garden of any size at all, we prefer something not so obviously based

by "Capability" Brown, who destroyed more noble straight avenues than anyone else in the world. What says Horace Walpole in 1785? "The capital stroke, the leading step to all that has followed was the destruction of walls for boundaries, and the invention of fosses . . . an attempt then deemed so astonishing, that the common people called them Ha! Ha's! to express their surprise at finding a sudden and unperceived check to their walk." The later school must have its garden melting imperceptibly into the countryside; the older shut it in with a wall or a hedge. No doubt the owner of this house in the picture (you see him talking to two labouring men on the extreme right) planted a good quickset hedge at the bottom of his garden as soon as he could.

The painter is that obscure artist, Abel Grimmer, who lived at Antwerp from 1570 to 1618. In his landscapes he reminds one a little of Breughel. One picture by him, which turned up on the London market a year or two ago, seemed to show definite Italian influence. There are a few interiors, the best of which known to me is that belonging to Lord Strafford at Wrotham Park, Barnet. He is a very attractive "little" master, who manages to combine a keen eye for detail with a sound feeling for orderly composition. This picture, for example, is beautifully composed; at the same time, the gardening operations are depicted with the accuracy of a camera. Incidentally, there is a small boy in the foreground carrying a chair and peeping through its bars—just what a small boy carrying a chair would do.

By contrast is Fig. 2, a finished garden in a painting by Jan van der Heyden, with small rectangular beds, an ornamental pond, and trees in tubs. On the extreme right a series of terraces—all very trim and orderly. Garden-makers were sober folk in those days—they kept to the strait and narrow path.



THE GARDENER'S WORK COMPLETE, AS PICTURED BY JAN VAN DER HEYDEN (1637-1712), OF AMSTERDAM: A FORMAL DUTCH GARDEN OF THE PERIOD, WITH GEOMETRICAL BEDS AND FLOWERS IN TUBS. (50 x 61 CM.)—[Reproduction by Courtesy of W. E. Duil.]

"LONDON PRIDE": CITY CHILDREN'S GARDEN PLOTS ON A DRUG MILLS SITE.



A SCENE OF GREAT ACTIVITY AFTER MORNING SCHOOL IN LITTLE GARDENS LAID OUT BEHIND SMITHFIELD MARKET: THE SITE IN CLERKENWELL, FORMERLY OCCUPIED BY DRUG MILLS, NOW OWNED BY THE CHILDREN'S GARDEN FUND AND DIVIDED INTO PLOTS FOUR FEET SQUARE.



AN ORNAMENTAL POOL BACKED BY HOLLYHOCKS AND TENDED WITH THE GREATEST CARE: ONE OF THE DELIGHTFUL FEATURES MADE BY LONDON CHILDREN.



EAGER YOUNG GARDENERS RECEIVING TOOLS FROM MISS MARJORIE WOOLGER, ONE OF THE INSTRUCTORS—THE PRELUDE TO THE AFTERNOON'S WORK.



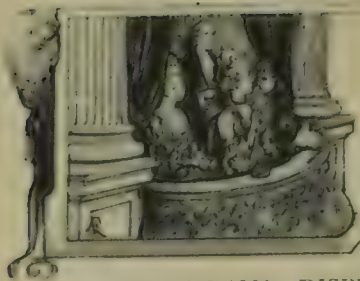
CUTTING THEIR OWN FLOWERS TO TAKE HOME AND WEEDING THE FLOWER-BED: GARDENING ENTHUSIASTS WITH A GOOD DISPLAY OF HERBACEOUS PLANTS.



GAY WITH SEVERAL VARIETIES OF PLANTS, INCLUDING IRISES AND NASTURTIUMS: A SMALL PLOT WHICH WELL REWARDS THE CARE BESTOWED ON IT.

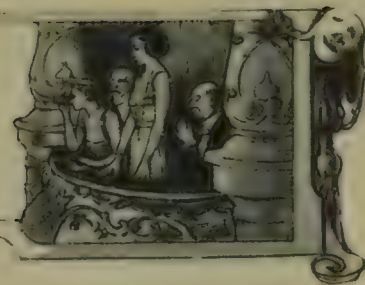
On "Our Notebook" page in the issue of July 10, Mr. Arthur Bryant, in paying tribute to the Englishman's love of gardening, stated: "Where there is a garden there is hope, there is home, there is beauty and there is peace." These inestimable benefits are denied as a rule to the children who live near the centre of our great cities, but the Children's Garden Fund is gradually dealing with the problem. One of its most interesting sites lies in Clerkenwell, behind Smithfield Market, near the old Church of the Knights of St. John. Here one hundred and fifty small-holders (aged ten to fourteen) are in possession of long strips of flower-bed divided

into plots four feet square. A visitor enters under a brick archway with the words "Drug Mills" on its keystone. Some years ago the mills were destroyed by fire, and the owner offered the site to the Fund. Soon children stood around watching paths being made out of broken bricks, old tins, and bottles, with finer rubble beaten down on top. At 12 o'clock the children leave school and set to work with spades, rakes, hoes, and watering-cans. The care of the sunflowers, hollyhocks and lupins is confided to those who have proved that they possess "green fingers"—and it is surprising how many London children do.



The World of the Theatre.

By IVOR BROWN.



THE DRAMA DISPERSED.

WHEN a dramatic critic is on holiday the last thing that he wishes to see is a theatre. Fortunately for the summer theatres the number of dramatic critics on holiday is few and the number of people who can regard the play playfully, even if it involves sitting in a hot room on a hot August night, is large. Fortunately, also, for those who

and far-separated spots as Perranporth, in Cornwall, and Shere, in Surrey, whose Barn Theatre company offer a new production every fortnight in August and September. Scarborough has an open-air theatre, with aquatic effects, which is famous far and wide and, of course, London has its own summer theatre in the open, or under canvas, in Regent's Park. The adventurous players of the Tavistock Little Theatre are to carry Shaw to South Wales and visit mining villages.

There is one department in which the summer theatre is much less than it used to be. The small touring company which moved from one pier-head to another, or set up for three nights in a hall at the back of a seaside town, has dwindled away. To such companies I owe most of my boyhood acquaintance with the theatre. The Kursaal at Bexhill, now replaced by a modern Pavilion with an admirable theatre, was the scene of my introduction

and others have graduated in this school of drollery, where the lesson is well taught. Seaside audiences may be good-tempered and ready to laugh, but there is usually a lot of rivalry and a good deal of disturbance about a Pier Pavilion, where there is a choice of dancing, flirting in the moonlight, playing with automatic machines, and going for a trip in a speed-boat. Against all these must modern Pierrot lift up his voice and show his skill. A fleet of speed-boats underneath your stage, offering marine trips at sixpence a time and forty miles an hour, is strong competition with the adventurous young, and a noisy neighbour into the bargain.

Those who go to Scotland may be surprised to find how strongly the concert party is established there. The legend of the dour Scot who cannot endure to laugh is one of the most nonsensical of all such myths. The Scots may go gravely to work, but they are tremendous laughers when work is over. In the summer the pantomime comedians are at large, and they go to the seaside resorts of the Clyde or the East Coast, where they command enormous and enthusiastic audiences. Aberdeen, for instance, is a summer resort now as well as a University and Cathedral City, and the financial headquarters of the fishing and farming of N.E. Scotland. To Aberdeen beach the tourists flock, and Aberdeen beach would be unthinkable without Mr. Harry Gordon, of Inversnecky, the resident droll, year after year. Scots humour is by no means easy to follow. A Scot myself, I have become so used to English accent and idiom, that I do not reckon to get every point made by a Glasgow comedian. But, as everybody knows who has seen one of the great Scottish drolls, like Lauder, Kenyon, or Fyffe, the vividness of the facial and bodily play is so expressive that you need not miss the joke because you miss a word.

So the summer provides theatre, far-flung in all its kind. At the spas there will be Shakespeare and



"ST. MORITZ," THE "WONDERFUL SKATING SPECTACLE ON A STAGE TRANSFORMED INTO AN ICE-RINK, AT THE COLISEUM: THE EASE AND GRACE OF AN ELABORATE DANCE ON SKATES. An extraordinary and most novel spectacle is provided at the Coliseum, where the whole stage is transformed into an ice-rink. Among the stars who perform on the ice are Miss Pamela Prior, the world professional champion of 1937; Sydney Charlton, the originator of the Argentine tango on skates; and other masters of art and burlesque.

wish to combine the familiar pleasures of a summer holiday with some theatrical occasions, the dispersion of the drama at this season is increasing. The example set by Malvern has found at least one imitator among our English spas—and here imitation is a creditable and sensible exercise. (When I talk of the model set by Malvern, I should perhaps say set by a distinguished householder of the Malvern Hills, Sir Barry Jackson, since certainly he has, at his own trouble and expense, put Malvern on the theatrical map, without Malvern itself doing much to earn the honour.)

This year there is to be a theatrical festival at Buxton, provided by the Old Vic company under Mr. Tyrone Guthrie's direction, with the actor-dramatist, Mr. Emyln Williams, playing important rôles, such as Angelo in "Measure for Measure." Buxton, for three centuries an established centre of cures and intermittently of culture, has a pleasant theatre, pleasant gardens, a pleasant Crescent, and a fine site upon the roof of Derbyshire, a favourite county of mine, offering every facility to the romantically minded, such as peaks, caverns, "downfalls," "edges" (as waterfalls and mountain scarps are there called), and providing everything, save the sea, which a holiday-maker can desire, including (at Buxton) championships in tennis and croquet and now the cream of London's Shakespearean talent. Some imaginative person once called Buxton the Spa of Blue Waters: on a wet day I would hardly say that of this grey mountain-settlement. But, of course, it is not going to be wet this summer in Buxton. The sun will shine, the waters will be blue, and the festival will, I hope, be festive.

I make no pretence to include all the summer theatres of England. The programme certainly includes abundant Shakespeare, with one Jonsonian intermission, at Stratford-on-Avon, Shakespeare and Ibsen at Buxton, Shaw (mainly) with Sir Cedric Hardwicke and Miss Edith Evans at Malvern, and assorted modern drama at such different

to Wilde and Pinero as well as to the old Gaiety successes, like "The Toreador," which were somehow jostled on to the tiny stage with an air of being lavish and West-Endish productions. At any rate, I wanted nothing more sumptuous or glorious. In place of these migrants there are often resident stock or repertory companies whose members offer a new play a week (far harder work than the old touring-system involved) and see very little of the promenade and the beach since they must rehearse all day, perform every evening, and study their new parts with a text propped up against the modest loaf of bread and pot of tea.

Their rivals are the concert parties, the Fal-de-Rals and Fol-de-Rols and Electric Sparks and all the rest who have taken over Pierrot's function and modified or bedizened his uniform. Most of our great comedians, Leslie Henson, Bobbie Howes, Sydney Howard,



"THEY CAME BY NIGHT," AT THE GLOBE—THE JEWELLER WHO HAS "FALLEN AMONG THIEVES" EMPLOYS A SUBTLE RUSE TO GET THE SECRET OF A BURGLAR-ALARM OUT OF A TEMPERANCE FRIEND: JOHN FOTHERGILL (OWEN NARES; RIGHT) PERSUADES EDWARD SMITH (WALLACE EVENNETT) TO TEST THE POWER OF ALCOHOL'S TEMPTATION FOR HIMSELF—TO HIS UNDOING.



"THEY CAME BY NIGHT," AT THE GLOBE: A GANG OF CROOKS ATTEMPTING TO FORCE A STRONG-ROOM; WHILE THE JEWELLER (OWEN NARES; ON THE RIGHT), WHOM THEY HAVE GOT INTO THEIR POWER, MEDITATES SOUNDING THE BURGLAR-ALARM.

"They Came by Night" is a thrilling crook-play by Barré Lyndon, the author of "The Amazing Dr. Clitterhouse." Owen Nares plays the part of John Fothergill, a jeweller who finds he has been unwittingly acting as a "fence," and so gets into the power of a gang of bullion-thieves. Above are seen (l. to r.) Carl Vollaure, head of the gang (Cees Laseur), Di Hopkins (Alexander Field), Bugsie (David Burns), and Georg Schwetzel, a drug addict and master cracksman (Carl Jaffé).

Shaw, at the sea the humbler offerings of Yorick. This fact reminds one that Shakespeare's characters themselves include a first-rate concert party. The Singing Fool was one of the first favourites of the Elizabethan stage—and still is first favourite on the beach and the esplanade. Let us hope that he will not be tempted this August, on looking out at the weather, to sing "Hey, ho, the wind and the rain," but may rather be inclined to chant the heat of the sun, the blink of the moon, and those happy pier-head journeys which end in lovers' meeting.

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Notes for the Novel-Reader: Fiction of the Month.

"STAR MAKER," the most notable book on this month's list, covers the universe in an astounding flight of imagination. It is one of Mr. Olaf Stapledon's spectacular fantasies, as provocative to thought as it is brilliant in design. In it a young man is translated from mortal love and the currents that swirl about its frail security, and sent spinning through the heavens, the creature in quest of the purpose of the Creator.

He soars first to the planets. He finds intelligent life; insect beings, plant beings, fish beings, molluscs, struggling in the instinctive urge for survival and driving to mass extinction. Voyaging further into space, and backwards up the river of Time, he acquires a strange telepathic knowledge of the consciousness of the great nebulae and conceives, in his own words, the host of worlds as playing their part in the great movement in which the cosmos is seeking to know itself and see beyond itself. In the early stages of his journey he draws a parallel between the frustrations of the planetary peoples and our own; we, too, are heading for destruction while the lord of the cosmos, if such there be, remains darkly aloof and inscrutable. But as the traveller fleets on, he perceives that virtue in the creator is not the same as virtue in the created, and his final experience is an ecstatic, incommunicable vision of the eternally achieved perfection of the Star Maker.

He returns to earth and union with his beloved. He stands again under the cold light of the stars, symbol of the hypercosmical reality, to reflect upon the armed camps of the nations, the menace that may well annihilate all that is most precious to the individual. But—"strange that in this light of the stars, in which the dearest love is frostily assessed, the human crisis does not lose but gains significance." His exhortation to mankind is to confront the gathering storm with courage, to preserve moral integrity, not to let what is to come to destroy what it is striving to preserve—the spirit's integrity.

The young men in Erich Remarque's "Three Comrades" are three battered survivors of the millions already sacrificed to tribal madness. They are in the trough of the post-war depression in a German city, and surrounded by human wreckage; decent women who have been driven to prostitution, workless men and their wives who are tearing at each other's hearts out of sheer misery. Herr Remarque puts his faith in the resilient spirit of the comrades, and their good-heartedness, and the love between Robert and his Patricia. (But she is doomed, and dies.) Certainly courage comes through here, and at an hour when few Germans dared to think upon the future.

Elliott Merrick's "Ever the Winds Blow" does not solve the social problem it presents, for George Frain's revolt against American civilisation is in itself a gesture of defeat. George was a sensitive who had been mishandled in his childhood and, like the rest of his school and college mates, left to muddle through the fever of adolescence as best he could. His early history throws a lurid light on the materialistic upbringing of American youth. He eventually found his way to the workers' level, was appalled by the corruption that exploited them, and retreated to the simple life, the farm and all that, with Sally—"She is Woman, she is Beauty, she is Nature!"—to the tune of a tinkling cowbell. It is an earnest narrative, but one seems to hear great laughter off, from Fannie Hurst.

Miss Tennyson Jesse has given us a saint's tragedy in the impact of a bogus miracle on a devout adherent of revealed religion. "Act of God" wittily parades the antics of the Rivierans, native and foreign, without in any way detracting from the impressiveness of the main theme. Father Cabadeus was the parish priest of a small coast town. He was a highly intelligent man, and not disposed to accept lightly the story of a celestial apparition on a neighbouring hill-top, though, as the two children persisted in it, he concluded they had certainly seen something—and he knew miracles *did* happen, and might even happen in Fraxinet. He was well able to hold his own against the dialectic of his good friend Erskine, a sincere freethinker, but when the Church, knowing it to be a fraud, continued to approve the miracle, his faith was shattered and his heart broken. Cabadeus is beautifully drawn, as are all Miss Tennyson Jesse's characters. "Act of God" is a fine novel, written with an acute, cool appreciation of human values.

The names and destinies of the people in Rachel Ferguson's "Alas! Poor Lady" are her own contrivance, but everyone knows the type. How many well-born

Englishwomen of the passing generation have gone the way of Grace Scrymgeour? It does not bear thinking about. Nicely brought up, as the introduction puts it, for the marriage that never came off, and left miserably poor in middle age, they drift from pillar to post to end as the recipients of charity. The Victorian household is set out in detail; the wasteful housekeeping, the silly mother, the bunch of repressed daughters, the squandering of a comfortable income. Miss Ferguson has produced a striking period piece as well as a deeply moving story.

"The Bridge," by Francis Stuart, is a study of contrasted personalities. The mean side of Irish life has been dealt with realistically often enough by Irish genius, but Mr. Stuart has still something illuminating to say. Fert was a derelict small port, and its society a jumble of shabbily respectable persons behind whom potene traffickers

is a passionate one, in which a wild, untamable girl cuts like a knife across a timid liaison. Darkness is made visible by Orla's savage sincerity—the darkness of cowardice and the confused impulsions of men and women.

"Anna Becker" is another novel of passion with a primitive nature in the leading part. Max White is a new writer of uncommon powers. Whether the psychological implications of Anna's emotional regeneration are likely to be readily accepted is doubtful, for what we are asked to credit is her awakening to a truer sense of living by physical assault. The scene is laid in a little New England town, where the college emits a faint aroma of culture, while the quarry lets loose Steve Larsen, Anna's inarticulate and brutal lover.

Cecil Roberts' "Victoria—Four-Thirty" is a generous combination of thirteen narratives, any of which could have made a full-sized novel. The Continental express transports the characters across Europe. Some of them impinge on the lives of their fellow passengers, others only make a momentary impression on them as they pass on. They are vividly alive, and Mr. Roberts conducts them all, musician, novelist, nun, princeling, film-star and the rest, to the destiny awaiting them severally at journey's end. "Victoria—Four-Thirty," now humorous, now pathetic, and always large-hearted, is an ideal novel for holiday reading.

Then there is Dorothy Sayers' "Busman's Honeymoon." Nobody needs to be told to put that on the holiday list. Miss Sayers has been asked to let her public know how Lord Peter Wimsey and Harriet Vane solved their matrimonial problem. The first four days of the honeymoon supply the answer. A murdered corpse was discovered in the cellar of their cottage the morning after the newly-married Wimseys arrived, and Peter was straightway plunged up to his eyes in a shocking affair. The strain of detecting the criminal and sending him to his death brought him to the verge of breakdown. That was Harriet's opportunity, to seal the perfection of their union by proving herself the ideal mate for her temperamental lord. So much of "Busman's Honeymoon" lies between the lovers. The rest of it is the intrusion of the villagers and the crime, providing light entertainment with tragic interludes. We English have been accused of believing murder to be comic; presumably on the evidences of our popular fiction. The freakish interchange of quotations between Lord Peter and Superintendent Kirk across their investigation of the mystery lends some colour to this. But look closer and you will observe the game is purposeful, on one side, at any rate. Peter's levity masks his sensibility.

Father Knox's "Double Cross Purposes" has an enchanting atmosphere. If there is to be murder in the Highlands, by all means let us have a salmon river and a haunted island to go with it. Humour as well as beauty plays over the secret of Prince Charlie's buried treasure, and the characterisation is delicious. What is more, the cross purposes are doubled for the proper perplexity of the reader; but when the clues are summed-up in the last chapter, the numbers of the pages referred to are thoughtfully appended. (Other mystery-makers please copy.) It is the delicate finishing touch to "Double Cross Purposes"; a truly delectable novel.

Richard Hull's "The Murderers of Monty" is more sardonic. The innocent jokers who perpetrated a laboriously elaborate hoax deserved the shock they got by their sham murder turning into

a real one—not because it was their intention to puncture Monty's complacency, but because they were idiotic to imagine they could. They ought to have known bores are pachydermatous. Mr. Hull has been artful about the real killer's motive, and he has created an admirably lifelike sergeant of police. "Ill Met by Moonlight," by Leslie Ford, is American. It is pitched in a perfervid key, possibly owing to the emotionalism of Mrs. Latham, who, being neighbour to the corpse and the criminal, relates the story. The mechanism of the plot is very good, and it revolves at a giddy speed.

"Naked Gold," by A. t'Serstevens, deserves more space than we are able to give it. It is not a detective story, but a hot-blooded South American romance with buccaneering effects. Two adventurers seize a ship carrying gold intended for Germany in the war, inaroon the crew, and fight to the death for the siren who has beguiled them. Blood, sensuality, and greed; there is the triumvirate that dominates the thrilling unlawful occasions of "Naked Gold."

To Our Readers and Photographers at Home and Abroad.

"THE ILLUSTRATED LONDON NEWS" has always been famed for its treatment of the various branches of Science. Its archæological articles and illustrations are known throughout the world, and its pages dealing with Natural History and Ethnology are of equal value. These and other subjects are dealt with in our pages in a more extensive way than in any other illustrated weekly journal. We take this opportunity, therefore, of urging our readers to forward to us photographs of interest in these branches of Science.

Few people visiting the less-known parts of the world fail to equip themselves with cameras, and we wish to inform explorers and others who travel that we are glad to consider photographs which show curious customs of various nationalities, civilised and uncivilised, their sports, habits, and costumes; in fact, anything of a little-known or unusual character.

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and corrupt officials moved furtively. Over against it lay the disreputable island, vicious and secretive. The motive

BOOKS REVIEWED.

- Star Maker. By Olaf Stapledon. (Melhuem; 8s. 6d.)
 Three Comrades. By Erich Maria Remarque. (Hutchinson; 8s. 6d.)
 Ever the Winds Blow. By Elliott Merrick. (Duckworth; 8s. 6d.)
 Act of God. By F. Tennyson Jesse. (Heinemann; 7s. 6d.)
 Alas! Poor Lady. By Rachel Ferguson. (Cape; 7s. 6d.)
 The Bridge. By Francis Stuart. (Collins; 7s. 6d.)
 Anna Becker. By Max White. (Secker; 7s. 6d.)
 Victoria—Four-Thirty. By Cecil Roberts. (Hodder and Stoughton; 7s. 6d.)
 Busman's Honeymoon. By Dorothy L. Sayers. (Gollancz; 8s. 6d.)
 Double Cross Purposes. By Ronald A. Knox. (Hodder and Stoughton; 7s. 6d.)
 The Murderers of Monty. By Richard Hull. (Faber and Faber; 7s. 6d.)
 Ill Met by Moonlight. By Leslie Ford. (Collins; 7s. 6d.)
 Naked Gold. By A. t'Serstevens. (Constable; 7s. 6d.)



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FINANCE AND INVESTMENT.

By HARTLEY WITHERS.

IS THE STOCK EXCHANGE ALWAYS RIGHT?

PARADOXES are very much in the picture in these topsy-turvy days. At one time we had the paradox of poverty, extreme and practically universal, in the midst of plenty—plenty so embarrassing that in the United States farmers were being paid not to grow wheat and cotton or breed hogs. This paradox has been reduced in intensity by the recent revival in prosperity in most countries; but it is still with us. Brazil still finds it necessary to destroy part of her coffee crop, and regulation and restriction of production have still to be practised in many spheres of agricultural and mining enterprise. As the chairman of the Anglo-Dutch Plantations Company observed at its recent meeting, by "keeping production in check both by regulation of export and by prohibition of new plantings temporary prosperity can be achieved; permanent prosperity can only be assured when world consumption is brought level to potential production." Potential consumers are innumerable and insatiable, so that bringing up world consumption to potential production is only a matter of getting the purchasing power into the hands of those who want to consume. Which sounds simple, but is, in fact, a very complicated problem which, we may hope, is being slowly solved by the rising standard of comfort in some few countries that are leading the way. But the paradox that is puzzling investors to-day is the comparatively new one of dwindling or stagnant security prices accompanied by every evidence of increasing prosperity and earning power on the part of the companies and countries and public bodies that provide the dividends and interest on which the value of securities is ultimately based. And what we all want to know is, whether the movement of security prices is a trustworthy barometer? Can we safely infer from it that the set-back in security prices is a certain herald of a decline in their real value, which ultimately depends on the earning power behind them?

THE VIEW OF ECONOMISTS.

This theory, that Stock Exchange movements point the way in the ups and downs of enterprise, appears to be backed by the expert opinion of economists. A well-informed broker's circular issued at the end of last week asked the question whether we are "in for a set-back, or is this merely a temporary lull, which will be followed by a further strong advance?" evidently referring to the course of security prices, for there has been no temporary lull in trade, but continual advance all round, except—perhaps, but by no means certainly—in building activity. The said circular answered its question by saying, "the economists have been hard at work summing up the evidence. After referring to the movements in past years, their conclusion seems to be that, if history is any guide, the trade recession may be twelve months off, but that the Stock Exchange, which always discounts developments well ahead, is not very wide of the mark now in marking prices down." Well, it is the greatest possible mistake to belittle the authority of the clever and hard-working folk who approach these problems in the light of statistical experience. One important advantage is possessed by their efforts to see ahead, and this is, that their views are always detached and disinterested, whereas those of the best-informed business men are almost certain to be coloured by their expectations and hopes—however conscientiously they may try to avoid doing so, business men can never quite help "talking their books," as they say in the House, and thinking that what they hope will happen, is going to happen.

Nevertheless, this view expressed by economists, that the Stock Exchange always discounts developments well ahead, needs to be taken with certain qualifications. In the first place, we know that the moods of the House are as inconstant as the tides—one day it is full of cheery optimism; the next, for no reason that is apparent to the general public, it is looking with what Sheridan calls a "damned disinheriting countenance" on securities that had but yesterday seemed to it to be attractive and cheap. In which of these moods is it discounting developments ahead?

SOME QUALIFYING DOUBTS.

This may be a minor detail, though rather an important one. We may be told to look not at the day to day fluctuations but to the general trend; and that since the beginning of this year the general trend

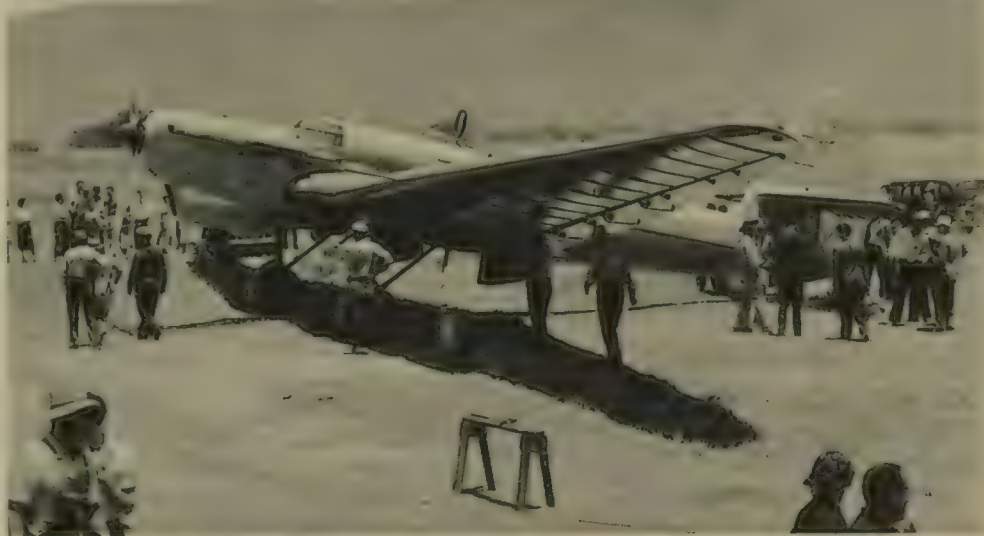
to the authorities that the effects of the last dose of depreciation have worn off. Here, I think, we are brought up against an overwhelming fact which makes all study of historical experience to some extent misleading—namely, the light-hearted vigour with which, in these times, Governments and monetary authorities, which are largely under the thumb of Governments, can and do interfere with the course of business, and the freedom which the abandonment of the gold standard has given to their operations. These two tremendous new factors in the business position evidently make it much more difficult for the Stock Exchange to forecast developments with regard to the probable future course of industrial prosperity. It is true that Stock Exchange opinion is much better informed than it used to be and studies the facts of production and consumption with a thoroughness that was unknown to former generations; also, that it is able, by the close touch that its best-informed members maintain with the directors and managers of industry, to find out, long before the rest of the public, the state of industry's order books and the extent to which profit margins are being affected by rising or falling costs. But it cannot know what Governments are going to do; and how great the influence of Governmental action can be, or sometimes even a hint at Governmental action, we all have good reason to know.

GOVERNMENTAL INFLUENCES.

As was to be expected, since Governments are trying their hands at a new technique, their failures and mistakes have hitherto been most conspicuous

in affecting trade. Our Government, in spite of heroic efforts, failed to maintain the gold standard in 1931, and this failure was such a brilliant success as a stimulant for British industry that the American Government followed the example of ours and devalued the dollar. This made American industry, as it would say, "feel good"; and it has ever since then made somewhat fitful progress, in spite of the uncertainties and blunders of the New Deal. In the present year the apple-cart of trade recovery came very near to being upset, perhaps never to be picked up again, by two amazing mistakes made by the Governments. The gold scare, inflicted on the world owing to the desire of the American authorities to check speculation in commodities, was a terrible example of the extent to which well-meaning officials can miscalculate the effect of their proposals—if it had not been promptly remedied by official denials, all the heart would have been knocked out of enterprise by the prospect of falling commodity prices, just at the time when the recovery in these prices was repairing the mischief wrought by their decline from 1926 to 1932. And then we were treated to the first edition of the National Defence Contribution, a development which no intuitive instinct of the Stock Exchange could have enabled it to foresee.

So far, then, it appears that the powers of Governments are more evident than the wisdom with which they have been used. But Governments are advised and prompted by very clever people, and they must be learning by these experiences. Will they use their powers judiciously when the time comes to modify the effects of trade recession? If they do, they may very well show that the Stock Exchange has been very wide indeed of the mark in reducing the level of security prices. It is also possible that Stock Exchange instinct may be proved to have been wrong by the absence for some years yet of any recession calling for Governmental action.



SURROUNDED BY SIGHTSEERS WHO HAD HURRIED TO THE SCENE IN CARS: THE RUSSIAN SINGLE-ENGINE MONOPLANE "ANT 25-1" IN A SUN-BAKED FIELD AT SAN JACINTO, CALIFORNIA, AFTER THE SETTING-UP OF THE NEW LONG-DISTANCE NON-STOP FLIGHT RECORD.



THE SECOND TRANSPOLAR FLIGHT BY SOVIET AIRMEN, WHO ALSO SET UP A NEW LONG-DISTANCE RECORD: PILOT MIKHAIL GROMOFF, CO-PILOT ANDREI YUMASHEFF, AND NAVIGATOR SERGEI DANILIN AT RIVERSIDE, CALIFORNIA, AFTER HAVING BEEN IN THE AIR FOR SIXTY-TWO HOURS (LEFT TO RIGHT).

On July 14 the Russian airmen MM. Gromoff, Yumasheff and Danilin landed in a field at San Jacinto, California, after flying non-stop from Moscow. They had been in the air for over 62 hours and, by covering a distance of approximately 6700 miles, had beaten the record of 5657 miles created in 1933 by the French airmen MM. Codos and Rossi. The route taken was similar to that followed by the Soviet flyers who landed at Vancouver, Washington, on June 20, and lay over the North Pole.

of industrial share prices has been downward, which is certainly true. But the writer of the circular which raised this interesting problem went on to wonder whether the currency adjustments of the various Governments have entered into the calculations of the economists, pointing out that the currency developments of 1931 were a tremendous influence in subsequent market movements here and in the United States, and that no one can tell whether some similar measures will not be taken, should it appear

This England . . .



from St. Catherine's Hill, nr. Winchester

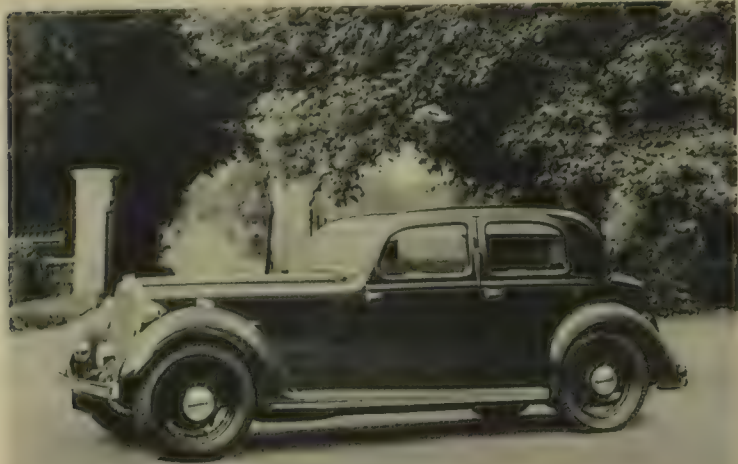
EVERY landscape, however casual in its arrangement, is dear to the heart of someone. To him a familiar group of trees upon the skyline spells "home" as surely as some casual (and usually more unfortunate) arrangement of brick and tile. There is a feeling of permanence therein that links the short span of youth and manhood to the greater permanence of his race. We all feel it—that is why another man's England is sympathetic to us also. This instinctive feeling comes out oddly here and there . . . it is instinctively that you like Worthington rather than by what you are told of it, because it is a beer brewed in a very old way and part, therefore, of the permanence of this England.



THE CHRONICLE OF THE CAR.

By H. THORNTON RUTTER.

ON July 22 the Standard Motor Company, Ltd., of Coventry, announced the prices of their models for the remaining months of this year and the 1938 season. Eleven models are now available to the public of these Flying Standards, all provided with a new sloping radiator stone guard as the distinguishing



EXCELLENT VALUE: THE NEW ROVER 1938 "TWELVE" SPORTS SALOON, WHICH IS PRICED AT £310.

hall-mark of the 1938 car. Prices range from the "Nine" saloon costing £152 10s. (the de luxe £162 10s.), to the 20-h.p. V "Eight" at £325, so that there has been a reduction since the original 1937 cars were increased in price by 5 per cent. two months ago. There is a 20-h.p. six-cylinder Flying Standard "Twenty" in the new programme, as well as the eight-cylinder V model, a drop-head coupé listed at £245 on the "Twelve" chassis, and special touring saloon coachwork on the "Fourteen" and "Twenty" chassis. So there is a wide range for the public choice, in these Flying Standard "Nines," "Tens," "Twelves," "Fourteens" and "Twenties." Every Flying Standard has a flush-fitting sunshine roof, Triplex glass throughout, Lucas 12-volt electrical equipment, four-speed (forward) synchromesh gear-box, easy-jacking system and flush-fitting traffic indicators. The pistol-

grip handbrake introduced on the 1937 V "Eight" is also fitted under the scuttle of the "Twelve," so cleans up the front floor-boards. Light-coloured head-cloths give an appearance of spaciousness, and improved braking and steering systems make the cars safer and immediately responsive to the action of the driver in cases of emergency. A feature of the new models which will be greatly appreciated by those who use the Flying Standard cars at night-time, is the specially designed domed headlamps, which reduce dazzle without diminishing the range of visibility. Rated at 13.23 h.p., the "Fourteen" four-cylinder Flying Standard is a typical family coach. It seats six persons, and there is plenty of leg room, foot-rests and arm-rests, and the car rides steadily, due to the torsion-bar stabiliser, combined with improved hydraulic shock absorbers. The special Touring saloon costs £275 and is well worth the extra £20 more than the normal "Fourteen" saloon at £255. The "Twenty" costs a further £20 over the special "Fourteen" Touring saloon and the "Special Twenty" costs £325.

An excellent entry has been received for the Junior Car Club's International Trophy race at Brooklands on August Bank Holiday, including many celebrated drivers known to the motor-racing world. It will be interesting to see whether this one long-distance motor-car race will draw a larger or lesser "gate" of spectators than the ordinary Bank Holiday Brooklands Meetings of several short-distance races. This year the event will be run over a combined course of the outer track and the Campbell road course, a lap being 3.369 miles. The race will be run over 60 laps—about 202 miles—starting at 2.30 p.m.,

and finishing about 5.30 p.m. All the cars start together, so the leaders can easily be seen at any period of the race, as the course is so laid out that each class of car has its own special handicap bends to negotiate near the fork on the track to equalise the difference in horse-power rating—the more difficult for the Group 3 cars, easier for Group 2, and nearly straight for Group 1 cars of supercharged 744 c.c. to 1693 c.c. (not supercharged).

Nowhere in the world are better cars made than in England. This has been the proud boast of British engineers for a quarter of a century, and that tradition is still maintained to such a degree that many foreign royalties continue to purchase their cars here. The latest order of note comes from Denmark, his Royal Highness the Crown Prince having ordered yet another Armstrong Siddeley chassis, making no fewer than four cars of the same make in the Danish Royal Family. The order was fulfilled through Mr. Cai Caspersen, of Copenhagen, and takes the form of a 12-ft. wheelbase 25-h.p. chassis. The body, which will be built in Denmark, will be an enclosed limousine of special type.



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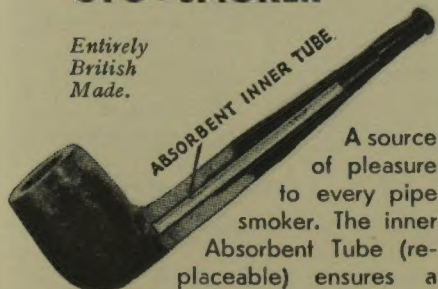
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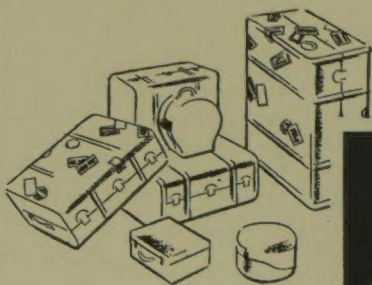
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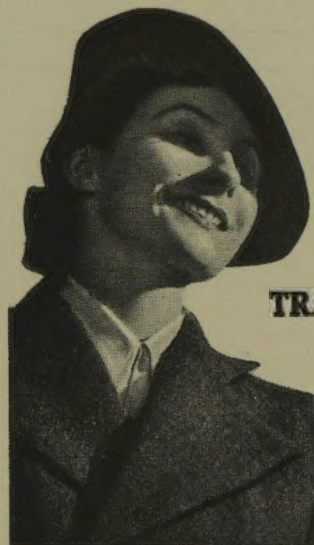
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A CRUSADER NAVAL BASE ON THE RED SEA.

By MAJOR C. S. JARVIS, Governor of the Sinai Peninsula, 1923-36; author of "Three Deserts" and "Yesterday and To-day in Sinai." (See Illustrations on page 196.)

THE marine activity of the Crusaders, such as it was, is always connected with the Mediterranean and the ports of Acre and Ascalon, where Richard I. harboured his ships, and it is not generally known that in the days of the Jerusalem Kingdom a fleet was maintained also in the Gulf of Akaba for the purpose of harrying the Mohammedan shipping in the Red Sea.

In the early part of the twelfth century, after the First Crusade had succeeded in all its objectives, not only was the whole of Palestine and Western Syria in Frankish hands but the uplands of Trans-Jordan as well. Here Renaud de Chatillon, a French knight, ruled as Prince of Trans-Jordan and held all the mountain areas and passes east of the Dead Sea against Saracen raids from Jauf and Damascus. To accomplish this he built the vast castle of Kerak, which to-day, with its walls almost intact, exists as a large Arab town, and farther south he constructed a smaller but equally impregnable castle called Mount Royal, which, at the present time, is known as "Shobek." At the head of the Gulf of Akaba he built a fort called Eylal, on the site of the existing village of Akaba, but Eylal is an open anchorage and exposed to sudden gales from the south, which are a feature of the gulf. The only existing anchorage in which his ships could ride in safety was the island of Farooan, just off the Sinai coast, and on the rocky crest of this island he built a small castle called Graye.

His ships were constructed at Acre and carried in sections across Palestine and down the Wadi Arabah on camels, and on the shores of the Gulf of Akaba they were put together and equipped. From here Renaud de Chatillon's fleet put to sea and, sailing down the gulf to the Red Sea, suddenly swooped on the Saracen shipping, which for years had brought the merchandise of India and farther east to the port of Suez. In those days the long sea route *via* the Cape was unknown and most of the trade of India and China travelled by camel across Arabia, was shipped from Jeddeh and Yambo to Suez and thence by camel to Alexandria, where the Venetian merchants bought it in the market and transported it to the various Mediterranean ports. Apparently Renaud de Chatillon completely crippled this trade, and when one sees the disorder and chaos that ensues on an Arab dhow to-day when anything untoward occurs, one can realise the easy task that these Frankish sailors had when they swooped down in their fighting galleys on the Saracen merchants.

Inspired by his naval successes, Renaud attempted a daring *coup d'état* that would strike a blow at the Mohammedan faith, and he equipped two large ships with picked fighting men with the object of landing at Jeddeh and

marching on Mecca to destroy the Prophet's tomb and scatter his remains. This expedition met with disaster, for the two ships became separated: one was captured by a superior Saracen force and every Frank was put to the sword, whilst the other was wrecked on the coast of Arabia. The crew and soldiers of this ship got ashore, and, though they lost two-thirds of their number from thirst and attacks from Arabs, the survivors fought their way back to Akaba.

The castle on Farooan is still standing to-day and gives some idea of its strength some eight hundred years ago, when the Frankish fleet was anchored in its lee. The rocky island with its twin crests covers only some ten acres, but the castle surmounted the whole of the high ground, the walls being built on the edges of the crags that drop sheer to the sea. Between the two peaks there is a small lagoon which, in Crusader days, was obviously the dry dock into which the war-vessels were brought for scraping and repainting, and on the western side is a huge stone water-gate and quay, against which vessels lay for unloading.

The strategic value of Farooan Island lies in the fact that it is only separated from the mainland by 400 yards of deep, shark-infested water, and that the rugged mountains of Sinai bar all access to it except along the strip of shore which is within cross-bow shot of the castle. During the Great War it was occupied by British marines and sloops anchored in its roadstead to deny Akaba to the activities of Germans and their submarines, which might have become a menace in the Red Sea if the Turks had ever completed their railway through the Taurus Mountains.

The command of the Gulf of Akaba, both by land and sea, during some fifty years of the Frankish Kingdom was a sore blow to the Saracen cause, for not only was their trade in the East at the mercy of the Crusaders but the direct, and in those days the only, route to Mecca was barred to Mohammedan pilgrims from Egypt and farther west. The main pilgrim route went from Cairo to Suez, thence across the Sinai Peninsula to Akaba and down the eastern shore of the Gulf to Mecca. A few years before the First Crusade, Sultan Malek Mansour El Ghouri of Egypt had greatly improved this road by cutting passes, clearing the track of stones and boulders and constructing watch-towers and strong points—and with true Oriental ostentation he had published the fact on various carved stones by the wayside which still remain. The closing for so many years of the pilgrimage, which every Muslim devotee should perform once in his lifetime, was no doubt the chief reason why Saladin made such great efforts to reduce Akaba and Farooan Island in the middle of the eleventh century. It will be recalled that when Renaud de Chatillon was captured at the battle of Hattin, together with King Guy of Jerusalem, Joselin of Courtenay and others, they were all led into Saladin's tent at the close of the day. Saladin treated the Frankish nobles with the greatest politeness, showing them to seats and offering them food, but when he learnt the identity of Renaud de Chatillon he drew his sword and

smote him down. This act, he explained, was inspired by the unfortunate Renaud's proclivity for interfering with the blessed pilgrims proceeding to the Holy City. Akaba fell easily, but to capture Farooan and the Crusader ships, Saladin had to transport by camel from Egypt the boats to be used for the assault. These he put together on the Sinai shore, and here the Arab historians leave to the imagination of their readers exactly how the attack took place and how the Saracens obtained a footing on the island. The fact remains that Graye or Farooan fell, as did Shobek and Kerak in course of time, till all that was left to the Crusaders of their Christian Kingdom was the township of Acre and a few miles of seaboard in Western Palestine.

BOOKS OF THE DAY—(Continued from page 212)

rather than yesterday, are presented in a series of picturesque descriptive sketches in "ASPECTS OF ENGLAND." By Wilfrid Ewart. With eight Plates (Richards; 7s. 6d.). An American woman's impressions, genial and humorous, but not without occasional criticism, compose "IN ENGLAND NOW." By Mary Ellen Chase. Illustrated by Bertram Prance (Collins; 8s. 6d.). Our ecclesiastical architecture is represented in a beautifully illustrated little work—"ENGLAND'S GREATER CHURCHES." A Pictorial Survey. With Introduction by C. B. Nicolson, and ninety-seven Photographs (Batsford; 3s. 6d.).

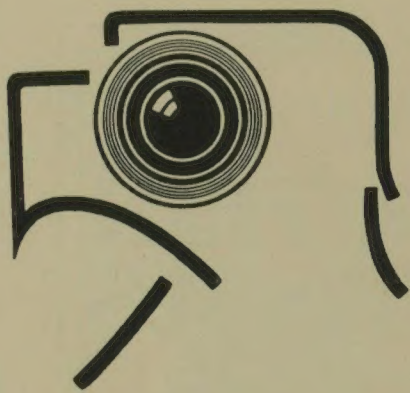
Of books concerning separate districts I have several specimens. Two belong to the new series known as The King's England, and rather ambitiously sub-titled "New Domesday Book of the Nation," whose general characteristics I noted recently in connection with previous volumes. The new additions, both edited by Arthur Mee and published by Hodder and Stoughton, are "DERBYSHIRE." The Peak Country. With 226 Places and 134 Pictures; and "THE LAKE COUNTIES." Cumberland, Westmorland. With 217 Places and 124 Pictures (7s. 6d. each). These volumes, like their predecessors, are richly illustrated and abound in biographical allusions. Fewer, but still more beautiful, photographs accompany another beguiling county chronicle, "COMPANION INTO DORSET." By Dorothy Gardiner. With sixteen Plates and a Map (Methuen; 7s. 6d.). Many will welcome a new edition of "Holiday Rambles in the English Lake District." By Arthur L. Bagley. Illustrated (Skeffington, 6s.). Finally we have two fresh examples of the Shell Guides—"BUCKS." By John Nash, with notes on Monuments by Katherine A. Esdaile; and "NORTHUMBERLAND AND DURHAM." Compiled by Thomas Sharp (Batsford; 2s. 6d. each). These guides, with their distinctive binding, rendering the pages easy to turn, notes in alphabetical order, and sectional road maps, are very convenient for use in a car.

C. E. B.

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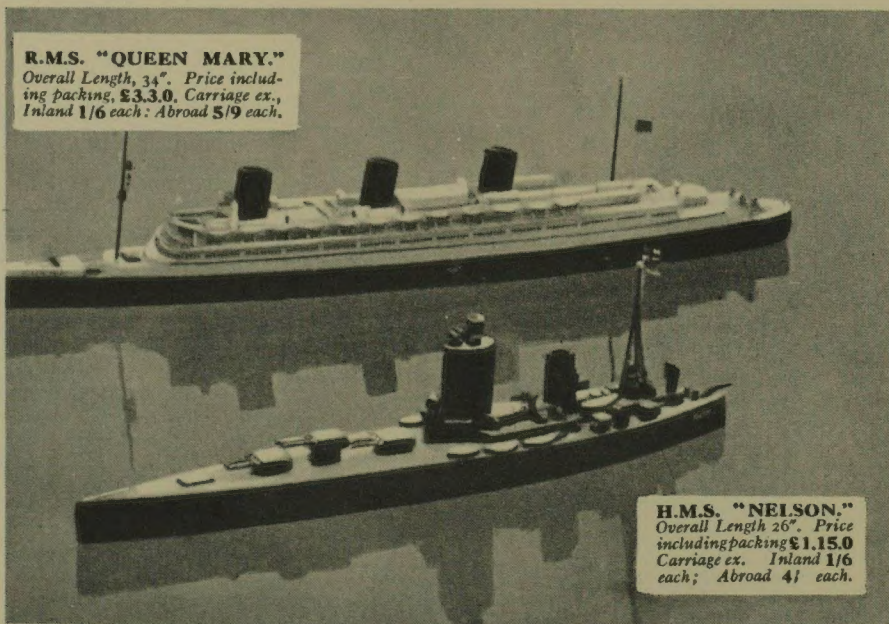
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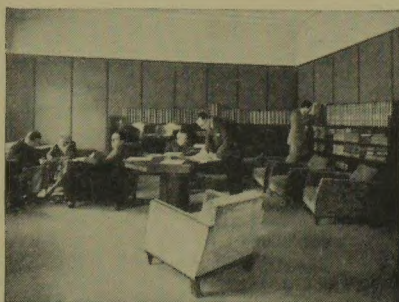
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Beauty"—post free.

FORTHCOMING EVENTS IN

ITALY



SIENA: August—
The "Palio" a horse-
race round the
City Square
pageants,
ceremonies
and games
of the XVth
Century



ROME:
beginning
in
September
The Great
Exhibition of
Roman Times



VENICE: August—Night Fêtes on the Grand Canal

SOME OTHER IMPORTANT EVENTS

In August

ABBAZIA—Summer Carnival at the Lido

VENICE—International Exhibition of Cinematographic Art; Tintoretto Exhibition (until November)

PESCARA—International Motor-Races

AREZZO—The Saracino Festival, a Restoration of a XVI Century Tournament

In September

BARI—8th Levant Fair

COMO—Concerts at the Villa Olmo

NAPLES—Piedigrotta Fêtes—Carnival and night fêtes with songs and music

VENICE—Royal historical regattas; Festival of Contemporary music

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